CUMULATIVE (2020) WITHOUT PROJECT CONDITIONS

(HCM METHODOLOGY)

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Scenario Report

Scenario:	Cumulative Conditions (2020) without Project AM
Command:	Cumulative Conditions (2020) without Project AM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Approved Projects AM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative Conditions (2020) without Project

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Pacific Coast Hwy / Warner Ave	C	28.4	0.762	C	28.6	0.778	+ 0.156 D/V
# 2 Pacific Coast Hwy / Seapoint A	B	15.3	0.597	B	15.1	0.613	-0.180 D/V
# 3 Pacific Coast Hwy / Goldenwest	C	20.8	0.626	C	21.7	0.662	+ 0.903 D/V
# 4 Pacific Coast Hwy / 17th St	A	6.5	0.524	A	6.4	0.552	-0.084 D/V
# 5 Pacific Coast Hwy / 9th St	A	2.4	0.524	A	2.4	0.552	+ 0.009 D/V
# 6 Pacific Coast Hwy / 6th St	A	6.8	0.395	A	8.7	0.421	+ 1.878 D/V
# 7 Pacific Coast Hwy / Main St	B	14.8	0.513	B	14.6	0.538	-0.155 D/V
# 8 Pacific Coast Hwy / 1st St	B	14.9	0.441	B	18.0	0.456	+ 3.004 D/V
# 9 Pacific Coast Hwy / Huntington	A	7.3	0.557	A	8.4	0.587	+ 1.093 D/V
# 10 Pacific Coast Hwy / Beach Blvd	B	19.5	0.693	C	20.2	0.723	+ 0.630 D/V
# 11 Pacific Coast Hwy / Newland S	B	10.7	0.510	B	10.3	0.530	-0.414 D/V
# 12 Pacific Coast Hwy / Magnolia S	B	13.0	0.535	B	12.6	0.555	-0.483 D/V
# 13 Pacific Coast Hwy / Brookhurst	C	23.1	0.654	C	22.8	0.674	-0.349 D/V
# 14 Main St / Yorktown Ave	C	25.4	0.335	C	26.1	0.345	+ 0.692 D/V
# 15 Main St / 17 th St	B	13.8	0.229	B	12.6	0.247	-1.138 D/V
# 16 Main St / Adams Ave	B	14.6	0.365	B	14.6	0.400	-0.002 D/V
# 17 Main St / Walnut Ave	A	7.9	0.188	A	8.3	0.244	+ 0.056 V/C
# 18 Main St / Olive Ave	A	8.3	0.258	A	8.4	0.264	+ 0.007 V/C
# 19 Main St / 6th St	B	14.3	0.139	B	13.7	0.206	-0.591 D/V
# 20 Lake St / 6th St	A	8.1	0.116	A	8.1	0.117	+ 0.002 V/C
# 21 Lake St / Orange Ave	A	9.4	0.323	A	9.9	0.372	+ 0.050 V/C
# 22 1st St / Orange Ave & Atlanta	B	19.1	0.259	B	19.7	0.280	+ 0.565 D/V
# 23 Beach Blvd / Atlanta Ave	C	21.2	0.305	C	22.3	0.355	+ 1.047 D/V
# 24 Beach Blvd / Pacific View Ave	A	7.4	0.217	B	10.2	0.278	+ 2.854 D/V

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Cumulative Conditions (2020Mon Mar 30, 2009 18:34:39                    Page 3-1
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                  Huntington Beach Traffic Impact Analysis
            Cumulative Conditions (Year 2020) without Project AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #1 Pacific Coast Hwy / Warner Ave
*******************************************************************************
Cycle (sec):         120                Critical Vol./Cap.(X):          0.778
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):         28.6
Optimal Cycle:       103                Level Of Service:                  C
*******************************************************************************
Street Name:         Pacific Coast Hwy                  Warner Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  2  0  1    2  0  1  1  0    1  0  0  1  0    2  0  1  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       30 1160  220   410 1150   40    20  190   30   290   50  600
Growth Adj:   1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13
Initial Bse:    34 1307  248   462 1296   45    23  214   34   327   56  676
Added Vol:       0   53    2     0   57    0     0    0    0     2    0    0
PasserByVol:     0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    34 1360  250   462 1353   45    23  214   34   329   56  676
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     34 1360  250   462 1353   45    23  214   34   329   56  676
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    34 1360  250   462 1353   45    23  214   34   329   56  676
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    34 1360  250   462 1353   45    23  214   34   329   56  676
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700 1700  1700 1700 1700  1700 1700 1700  1700 1700 1700
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        1.00 2.00 1.00  2.00 1.94 0.06  1.00 0.86 0.14  2.00 1.00 2.00
Final Sat.:   1700 3400 1700  3400 3290  110  1700 1468  232  3400 1700 3400
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.02 0.40 0.15  0.14 0.41 0.41  0.01 0.15 0.15  0.10 0.03 0.20
Crit Moves:       ****       ****            ****       ****
Green/Cycle:  0.03 0.51 0.51  0.17 0.66 0.66  0.05 0.19 0.19  0.12 0.26 0.43
Volume/Cap:   0.63 0.78 0.29  0.78 0.63 0.63  0.24 0.78 0.78  0.78 0.13 0.46
Delay/Veh:    78.3 25.9 16.8  53.8 12.6 12.6  55.8 58.0 58.0  59.9 34.4 24.4
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   78.3 25.9 16.8  53.8 12.6 12.6  55.8 58.0 58.0  59.9 34.4 24.4
LOS by Move:     E    C    B     D    B    B     E    E    E     E    C    C
HCM2kAvgQ:       2   21    5    10   15   15     1   11   11     8    2    9
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Pacific Coast Hwy / Seapoint Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.613	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.1	
Optimal Cycle:	59	Level Of Service:	B	

Street Name:	Pacific Coast Hwy						Seapoint Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1110	30	80	1270	0	0	0	0	80	0	250
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1251	34	90	1431	0	0	0	0	90	0	282
Added Vol:	0	55	0	0	60	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1306	34	90	1491	0	0	0	0	90	0	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1306	34	90	1491	0	0	0	0	90	0	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1306	34	90	1491	0	0	0	0	90	0	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1306	34	90	1491	0	0	0	0	90	0	282
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3314	86	1700	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.05	0.44	0.00	0.00	0.00	0.00	0.03	0.00	0.17
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.64	0.64	0.09	0.73	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.00	0.61	0.61	0.61	0.60	0.00	0.00	0.00	0.00	0.10	0.00	0.61
Delay/Veh:	0.0	13.1	13.1	60.3	8.2	0.0	0.0	0.0	0.0	32.9	0.0	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.1	13.1	60.3	8.2	0.0	0.0	0.0	0.0	32.9	0.0	40.7
LOS by Move:	A	B	B	E	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	15	15	4	13	0	0	0	0	1	0	10

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Pacific Coast Hwy / Goldenwest St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.7
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Pacific Coast Hwy						Goldenwest St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	20	970	140	140	1250	0	0	0	0	300	0	140
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	1093	158	158	1409	0	0	0	0	338	0	158
Added Vol:	0	55	20	0	60	0	0	0	0	30	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1148	178	158	1469	0	0	0	0	368	0	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1148	178	158	1469	0	0	0	0	368	0	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1148	178	158	1469	0	0	0	0	368	0	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1148	178	158	1469	0	0	0	0	368	0	158
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.10	0.09	0.43	0.00	0.00	0.00	0.00	0.22	0.00	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.02	0.53	0.53	0.15	0.65	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.66	0.64	0.20	0.64	0.66	0.00	0.00	0.00	0.00	0.66	0.00	0.28
Delay/Veh:	97.7	21.0	15.1	53.9	13.5	0.0	0.0	0.0	0.0	37.6	0.0	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.7	21.0	15.1	53.9	13.5	0.0	0.0	0.0	0.0	37.6	0.0	30.2
LOS by Move:	F	C	B	D	B	A	A	A	A	D	A	C
HCM2kAvgQ:	2	15	3	7	17	0	0	0	0	12	0	4

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Pacific Coast Hwy / 17th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.552	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.4	
Optimal Cycle:	51	Level Of Service:	A	

Street Name:	Pacific Coast Hwy						17th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	1010	30	60	1420	0	0	0	0	80	0	80
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1138	34	68	1600	0	0	0	0	90	0	90
Added Vol:	0	75	2	0	90	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1213	36	68	1690	0	0	0	0	94	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1213	36	68	1690	0	0	0	0	94	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1213	36	68	1690	0	0	0	0	94	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1213	36	68	1690	0	0	0	0	94	0	90
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.02	0.04	0.50	0.00	0.00	0.00	0.00	0.06	0.00	0.05
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.81	0.81	0.09	0.90	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.44	0.03	0.44	0.55	0.00	0.00	0.00	0.00	0.55	0.00	0.53
Delay/Veh:	0.0	3.5	2.2	53.7	1.4	0.0	0.0	0.0	0.0	55.3	0.0	54.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.5	2.2	53.7	1.4	0.0	0.0	0.0	0.0	55.3	0.0	54.4
LOS by Move:	A	A	A	D	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	7	0	3	7	0	0	0	0	4	0	4

Note: Queue reported is the number of cars per lane.

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                  Huntington Beach Traffic Impact Analysis
             Cumulative Conditions (Year 2020) without Project AM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #5 Pacific Coast Hwy / 9th St
*******************************************************************************
Cycle (sec):          120                 Critical Vol./Cap.(X):          0.552
Loss Time (sec):        0 (Y+R=4.0 sec)   Average Delay (sec/veh):          2.4
Optimal Cycle:         51                 Level Of Service:                 A
*******************************************************************************
Street Name:         Pacific Coast Hwy                    9th St
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0 1050    10    20 1500     0     0    0     0    40    0    20
Growth Adj:   1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13
Initial Bse:     0 1183    11    23 1690     0     0    0     0    45    0    23
Added Vol:       0   77     1     0   94     0     0    0     0     2    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:     0 1260    12    23 1784     0     0    0     0    47    0    23
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      0 1260    12    23 1784     0     0    0     0    47    0    23
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:     0 1260    12    23 1784     0     0    0     0    47    0    23
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:     0 1260    12    23 1784     0     0    0     0    47    0    23
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:      0 3400  1700  1700 3400     0     0    0     0  1700    0  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.37  0.01  0.01 0.52  0.00  0.00 0.00  0.00  0.03 0.00  0.01
Crit Moves:   ****                 ****                       ****
Green/Cycle: 0.00 0.92  0.92  0.03 0.95  0.00  0.00 0.00  0.00  0.05 0.00  0.05
Volume/Cap:  0.00 0.40  0.01  0.40 0.55  0.00  0.00 0.00  0.00  0.55 0.00  0.26
Delay/Veh:    0.0  0.7   0.4  61.6  0.5   0.0   0.0  0.0   0.0  63.3  0.0  56.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.7   0.4  61.6  0.5   0.0   0.0  0.0   0.0  63.3  0.0  56.5
LOS by Move:    A    A     A     E    A     A     A    A     A     E    A     E
HCM2kAvgQ:      0    3     0     1    4     0     0    0     0     3    0     1
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Pacific Coast Hwy / 6th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.421
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.7
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Pacific Coast Hwy						6th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	20	940	20	40	1490	30	30	20	20	30	20	50
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	1059	23	45	1679	34	34	23	23	34	23	56
Added Vol:	0	56	40	29	66	0	0	0	0	29	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1115	63	74	1745	34	34	23	23	63	23	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1115	63	74	1745	34	34	23	23	63	23	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1115	63	74	1745	34	34	23	23	63	23	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1115	63	74	1745	34	34	23	23	63	23	78
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.84	0.16	1.00	2.94	0.06	0.43	0.28	0.29	1.00	0.22	0.78
Final Sat.:	1700	4829	271	1700	5003	97	729	486	486	1700	380	1320
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.04	0.35	0.35	0.05	0.05	0.05	0.04	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.03	0.72	0.72	0.14	0.83	0.83	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.42	0.32	0.32	0.32	0.42	0.42	0.33	0.33	0.33	0.26	0.42	0.42
Delay/Veh:	62.3	6.0	6.0	47.6	2.8	2.8	47.3	47.3	47.3	46.6	48.3	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	6.0	6.0	47.6	2.8	2.8	47.3	47.3	47.3	46.6	48.3	48.3
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	5	5	3	6	6	3	3	3	2	4	4

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Pacific Coast Hwy / Main St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.538	
Loss Time (sec):	30 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.6	
Optimal Cycle:	80	Level Of Service:	B	

Street Name:	Pacific Coast Hwy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	10	910	60	40	1500	0	0	0	0	50	0	70
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	1025	68	45	1690	0	0	0	0	56	0	79
Added Vol:	0	96	0	0	96	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1121	68	45	1786	0	0	0	0	56	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1121	68	45	1786	0	0	0	0	56	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1121	68	45	1786	0	0	0	0	56	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	1121	68	45	1786	0	0	0	0	56	0	79
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	5100	1700	1700	5100	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.04	0.03	0.35	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:	****				****							****
Green/Cycle:	0.01	0.59	0.59	0.07	0.65	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.54	0.37	0.07	0.37	0.54	0.00	0.00	0.00	0.00	0.38	0.00	0.54
Delay/Veh:	83.9	12.9	10.4	55.1	11.4	0.0	0.0	0.0	0.0	53.5	0.0	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.9	12.9	10.4	55.1	11.4	0.0	0.0	0.0	0.0	53.5	0.0	56.5
LOS by Move:	F	B	B	E	B	A	A	A	A	D	A	E
HCM2kAvgQ:	1	7	1	2	12	0	0	0	0	2	0	4

Note: Queue reported is the number of cars per lane.

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Cumulative Conditions (2020Mon Mar 30, 2009 18:34:39                Page 10-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
            Cumulative Conditions (Year 2020) without Project AM
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #8 Pacific Coast Hwy / 1st St
*******************************************************************************
Cycle (sec):         120                Critical Vol./Cap.(X):          0.456
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):         18.0
Optimal Cycle:        42                Level Of Service:                  B
*******************************************************************************
Street Name:         Pacific Coast Hwy                      1st St
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected       Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         1  0  2  1  0    1  0  2  1  0    1  1  0  0  1    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       40  800    50    40 1380    60    70   40    30   100   80   110
Growth Adj:   1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13
Initial Bse:    45  901    56    45 1555    68    79   45    34   113   90   124
Added Vol:       0   40    44    66   29     0     0    0     0    32    0    56
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    45  941   100   111 1584    68    79   45    34   145   90   180
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     45  941   100   111 1584    68    79   45    34   145   90   180
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    45  941   100   111 1584    68    79   45    34   145   90   180
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    45  941   100   111 1584    68    79   45    34   145   90   180
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 2.71  0.29  1.00 2.88  0.12  1.27 0.73  1.00  1.23 0.77  2.00
Final Sat.:   1700 4609   491  1700 4891   209  2164 1236  1700  2095 1305  3400
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.03 0.20  0.20  0.07 0.32  0.32  0.04 0.04  0.02  0.07 0.07  0.05
Crit Moves:   ****               ****          ****               ****
Green/Cycle:  0.06 0.58  0.58  0.19 0.71  0.71  0.08 0.08  0.08  0.15 0.15  0.15
Volume/Cap:   0.46 0.35  0.35  0.35 0.46  0.46  0.46 0.46  0.25  0.46 0.46  0.35
Delay/Veh:    58.0 13.2  13.2  43.2  7.5   7.5  53.9 53.9  52.8  47.0 47.0  46.0
User DelAdj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   58.0 13.2  13.2  43.2  7.5   7.5  53.9 53.9  52.8  47.0 47.0  46.0
LOS by Move:     E    B     B     D    A     A     D    D     D     D    D     D
HCM2kAvgQ:       2    7     7     4    9     9     3    3     1     4    4     3
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Pacific Coast Hwy / Huntington St

Cycle (sec):	120		Critical Vol./Cap.(X):		0.587
Loss Time (sec):	0 (Y+R=4.0 sec)		Average Delay (sec/veh):		8.4
Optimal Cycle:	45		Level Of Service:		A

Street Name:	Pacific Coast Hwy						Huntington St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	50	830	60	30	1460	10	10	20	40	30	60	20
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	56	935	68	34	1645	11	11	23	45	34	68	23
Added Vol:	0	83	95	0	62	0	0	0	0	75	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1018	163	34	1707	11	11	23	45	109	68	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1018	163	34	1707	11	11	23	45	109	68	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1018	163	34	1707	11	11	23	45	109	68	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1018	163	34	1707	11	11	23	45	109	68	23
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.33	0.67	1.00	1.23	0.77	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	567	1133	1700	2097	1303	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.10	0.02	0.50	0.01	0.02	0.02	0.03	0.05	0.05	0.01
Crit Moves:	****				****						****	
Green/Cycle:	0.06	0.85	0.85	0.06	0.86	0.86	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.59	0.35	0.11	0.35	0.59	0.01	0.23	0.23	0.30	0.59	0.59	0.15
Delay/Veh:	64.4	1.9	1.4	56.7	2.8	1.3	51.2	51.2	51.9	55.6	55.6	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	1.9	1.4	56.7	2.8	1.3	51.2	51.2	51.9	55.6	55.6	51.0
LOS by Move:	E	A	A	E	A	A	D	D	D	E	E	D
HCM2kAvgQ:	3	4	1	2	10	0	1	1	2	4	4	1

Note: Queue reported is the number of cars per lane.

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Cumulative Conditions (2020Mon Mar 30, 2009 18:34:39                Page 12-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
             Cumulative Conditions (Year 2020) without Project AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #10 Pacific Coast Hwy / Beach Blvd
*******************************************************************************
Cycle (sec):          120                Critical Vol./Cap.(X):          0.723
Loss Time (sec):        0 (Y+R=4.0 sec)  Average Delay (sec/veh):         20.2
Optimal Cycle:         82                Level Of Service:                  C
*******************************************************************************
Street Name:         Pacific Coast Hwy                    Beach Blvd
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Ignore           Ignore
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         1  0  2  0  1    1  0  2  0  1    1  0  2  0  1    2  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       20  860   220   100 1520    30    20   50    10   480   80   160
Growth Adj:   1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13
Initial Bse:    23  969   248   113 1713    34    23   56    11   541   90   180
Added Vol:       0  128     0    35  102     0     0    0     0     0    0    50
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    23 1097   248   148 1815    34    23   56    11   541   90   230
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:     23 1097   248   148 1815    34    23   56     0   541   90     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    23 1097   248   148 1815    34    23   56     0   541   90     0
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:    23 1097   248   148 1815    34    23   56     0   541   90     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 1.00  1.00
Final Sat.:   1700 3400  1700  1700 3400  1700  1700 3400  1700  3400 1700  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.01 0.32  0.15  0.09 0.53  0.02  0.01 0.02  0.00  0.16 0.05  0.00
Crit Moves:   ****             ****             ****             ****
Green/Cycle: 0.02 0.60  0.60  0.16 0.74  0.74  0.05 0.02  0.00  0.22 0.19  0.00
Volume/Cap:   0.72 0.54  0.24  0.54 0.72  0.03  0.27 0.72  0.00  0.72 0.27  0.00
Delay/Veh:   117.1 14.7  11.6  48.5  9.9   4.2  56.8 86.3   0.0  46.9 41.6   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 117.1 14.7  11.6  48.5  9.9   4.2  56.8 86.3   0.0  46.9 41.6   0.0
LOS by Move:     F    B     B     D    A     A     E    F     A     D    D     A
HCM2kAvgQ:       2   12     4     6   19     0     1    2     0    11    3     0
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Pacific Coast Hwy / Newland St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.3
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Pacific Coast Hwy						Newland St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	1 0	3	0 1	0 1	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	930	30	60	1800	0	10	10	0	160	0	110
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1048	34	68	2028	0	11	11	0	180	0	124
Added Vol:	0	128	0	0	102	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1176	34	68	2130	0	11	11	0	180	0	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1176	34	68	2130	0	11	11	0	180	0	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1176	34	68	2130	0	11	11	0	180	0	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1176	34	68	2130	0	11	11	0	180	0	124
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	1700	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.02	0.04	0.42	0.00	0.01	0.01	0.00	0.11	0.00	0.07
Crit Moves:	****				****			****			****	
Green/Cycle:	0.00	0.67	0.67	0.12	0.79	0.00	0.01	0.01	0.00	0.20	0.00	0.20
Volume/Cap:	0.00	0.34	0.03	0.34	0.53	0.00	0.53	0.53	0.00	0.53	0.00	0.36
Delay/Veh:	0.0	8.5	6.6	49.9	4.8	0.0	71.1	71.1	0.0	44.6	0.0	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.5	6.6	49.9	4.8	0.0	71.1	71.1	0.0	44.6	0.0	42.1
LOS by Move:	A	A	A	D	A	A	E	E	A	D	A	D
HCM2kAvgQ:	0	6	0	3	10	0	1	1	0	6	0	4

Note: Queue reported is the number of cars per lane.

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Cumulative Conditions (2020Mon Mar 30, 2009 18:34:39                 Page 14-1
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                  Huntington Beach Traffic Impact Analysis
             Cumulative Conditions (Year 2020) without Project AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #12 Pacific Coast Hwy / Magnolia St
*******************************************************************************
Cycle (sec):          120                Critical Vol./Cap.(X):          0.555
Loss Time (sec):        0 (Y+R=4.0 sec)  Average Delay (sec/veh):         12.6
Optimal Cycle:         51                Level Of Service:                  B
*******************************************************************************
Street Name:         Pacific Coast Hwy                  Magnolia St
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected       Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  1    1  0  3  0  1    1  0  0  1  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       20  840   50    80 1850   30    10   20   10   150   20  140
Growth Adj:   1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13
Initial Bse:    23  947   56    90 2085   34    11   23   11   169   23  158
Added Vol:       0  128    0     0  102    0     0    0    0     0    0    0
PasserByVol:     0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    23 1075   56    90 2187   34    11   23   11   169   23  158
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     23 1075   56    90 2187   34    11   23   11   169   23  158
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    23 1075   56    90 2187   34    11   23   11   169   23  158
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    23 1075   56    90 2187   34    11   23   11   169   23  158
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700 1700  1700 1700 1700  1700 1700 1700  1700 1700 1700
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        1.00 3.00 1.00  1.00 3.00 1.00  1.00 0.67 0.33  1.76 0.24 1.00
Final Sat.:   1700 5100 1700  1700 5100 1700  1700 1133  567  3000  400 1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.01 0.21 0.03  0.05 0.43 0.02  0.01 0.02 0.02  0.06 0.06 0.09
Crit Moves:   ****            ****            ****                      ****
Green/Cycle:  0.02 0.64 0.64  0.16 0.77 0.77  0.04 0.04 0.04  0.17 0.17 0.17
Volume/Cap:   0.55 0.33 0.05  0.33 0.55 0.03  0.18 0.55 0.55  0.34 0.34 0.55
Delay/Veh:    73.7 10.1  8.2  45.4  5.6  3.2  57.6 67.6 67.6  44.4 44.4 48.3
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   73.7 10.1  8.2  45.4  5.6  3.2  57.6 67.6 67.6  44.4 44.4 48.3
LOS by Move:     E    B    A    D    A    A    E    E    E    D    D    D
HCM2kAvgQ:       2    6    1    3   11    0    1    2    2    3    3    6
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Cumulative Conditions (2020Mon Mar 30, 2009 18:34:39                 Page 15-1
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                  Huntington Beach Traffic Impact Analysis
            Cumulative Conditions (Year 2020) without Project AM
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #13 Pacific Coast Hwy / Brookhurst St
*******************************************************************************
Cycle (sec):         120                Critical Vol./Cap.(X):          0.674
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):         22.8
Optimal Cycle:        70                Level Of Service:                  C
*******************************************************************************
Street Name:         Pacific Coast Hwy                  Brookhurst St
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         1  0  3  0  1    1  0  3  0  1    1  0  0  1  0    2  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       10  750   210   150 1880     0    10   10    10   660   10   150
Growth Adj:   1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13
Initial Bse:    11  845   237   169 2118     0    11   11    11   744   11   169
Added Vol:       0  128     0     0  102     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    11  973   237   169 2220     0    11   11    11   744   11   169
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     11  973   237   169 2220     0    11   11    11   744   11   169
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    11  973   237   169 2220     0    11   11    11   744   11   169
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    11  973   237   169 2220     0    11   11    11   744   11   169
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 3.00  1.00  1.00 3.00  1.00  1.00 0.50  0.50  2.00 1.00  1.00
Final Sat.:   1700 5100  1700  1700 5100  1700  1700  850   850  3400 1700  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.01 0.19  0.14  0.10 0.44  0.00  0.01 0.01  0.01  0.22 0.01  0.10
Crit Moves:   ****             ****             ****             ****
Green/Cycle: 0.01 0.43  0.43  0.22 0.65  0.00  0.02 0.02  0.02  0.32 0.32  0.32
Volume/Cap:   0.67 0.44  0.32  0.44 0.67  0.00  0.31 0.67  0.67  0.67 0.02  0.31
Delay/Veh:   133.0 24.1  22.8  40.9 13.9   0.0  62.6  101 101.4  36.7 27.7  30.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 133.0 24.1  22.8  40.9 13.9   0.0  62.6  101 101.4  36.7 27.7  30.9
LOS by Move:     F    C     C     D    B     A     E    F     F     D    C     C
HCM2kAvgQ:       1    8     6     6   17     0     1    2     2    13    0     5
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Main St / Yorktown Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.345
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.1
Optimal Cycle:	35	Level Of Service:	C

Street Name:	Main St						Yorktown Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	110	360	30	110	330	40	60	340	140	40	340	90
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	124	406	34	124	372	45	68	383	158	45	383	101
Added Vol:	0	27	23	0	32	0	0	0	0	31	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	433	57	124	404	45	68	383	158	76	385	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	433	57	124	404	45	68	383	158	76	385	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	433	57	124	404	45	68	383	158	76	385	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	433	57	124	404	45	68	383	158	76	385	101
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	3400	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.03	0.04	0.12	0.03	0.04	0.11	0.09	0.04	0.11	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.21	0.43	0.43	0.12	0.34	0.34	0.12	0.32	0.32	0.13	0.33	0.33
Volume/Cap:	0.34	0.29	0.08	0.29	0.34	0.08	0.34	0.35	0.29	0.35	0.34	0.18
Delay/Veh:	34.1	18.6	16.7	40.2	24.6	22.1	41.8	26.4	26.0	41.0	25.6	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	18.6	16.7	40.2	24.6	22.1	41.8	26.4	26.0	41.0	25.6	24.1
LOS by Move:	C	B	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	4	1	2	5	1	2	5	4	2	5	2

Note: Queue reported is the number of cars per lane.

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Cumulative Conditions (2020Mon Mar 30, 2009 18:34:39                 Page 17-1
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                  Huntington Beach Traffic Impact Analysis
             Cumulative Conditions (Year 2020) without Project AM
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                     Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #15 Main St / 17 th St
*******************************************************************************
Cycle (sec):         100                 Critical Vol./Cap.(X):          0.247
Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):         12.6
Optimal Cycle:        19                 Level Of Service:                  B
*******************************************************************************
Street Name:              Main St                        17th St
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  0  1    0  0  1  1  1    1  0  0  1  0    1  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  290   20     0  350  160   170   10    0     0    0    0
Growth Adj:  1.13 1.13  1.13  1.13 1.13 1.13  1.13 1.13  1.13  1.13 1.13  1.13
Initial Bse:    0  327   23     0  394  180   192   11    0     0    0    0
Added Vol:      0   50    0     0   63    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    0  377   23     0  457  180   192   11    0     0    0    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0  377   23     0  457  180   192   11    0     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0  377   23     0  457  180   192   11    0     0    0    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    0  377   23     0  457  180   192   11    0     0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700 1700  1700 1700  1700  1700 1700  1700
Adjustment:  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  0.00 2.00 1.00  1.00 1.00  0.00  1.00 0.00  0.00
Final Sat.:  1700 3400  1700     0 3400 1700  1700 1700     0  1700    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.11  0.01  0.00 0.13 0.11  0.11 0.01  0.00  0.00 0.00  0.00
Crit Moves:                        ****        ****
Green/Cycle: 0.00 0.54  0.54  0.00 0.54 0.54  0.46 0.46  0.00  0.00 0.00  0.00
Volume/Cap:  0.00 0.20  0.02  0.00 0.25 0.19  0.25 0.01  0.00  0.00 0.00  0.00
Delay/Veh:    0.0 11.7  10.5   0.0 12.1 11.7  16.9 14.9   0.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 11.7  10.5   0.0 12.1 11.7  16.9 14.9   0.0   0.0  0.0   0.0
LOS by Move:    A    B     B     A    B    B     B    B     A     A    A     A
HCM2kAvgQ:      0    3     0     0    4    3     4    0     0     0    0     0
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main St / Adams Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.400	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.6	
Optimal Cycle:	24	Level Of Service:	B	

Street Name:	Main St						Adams Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	20	300	100	50	280	30	10	230	10	60	190	30
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	338	113	56	316	34	11	259	11	68	214	34
Added Vol:	0	50	8	0	63	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	388	121	56	379	34	11	259	11	79	214	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	388	121	56	379	34	11	259	11	79	214	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	388	121	56	379	34	11	259	11	79	214	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	388	121	56	379	34	11	259	11	79	214	34
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.04	0.96	1.00	0.27	0.73	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	71	1629	1700	457	1243	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.07	0.03	0.22	0.02	0.16	0.16	0.01	0.17	0.17	0.02
Crit Moves:		****									****	
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.02	0.40	0.12	0.06	0.39	0.03	0.37	0.37	0.02	0.40	0.40	0.05
Delay/Veh:	9.4	12.3	10.0	9.6	12.2	9.4	19.6	19.6	16.4	20.0	20.0	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	12.3	10.0	9.6	12.2	9.4	19.6	19.6	16.4	20.0	20.0	16.6
LOS by Move:	A	B	B	A	B	A	B	B	B	B	B	B
HCM2kAvgQ:	0	7	2	1	6	0	6	6	0	6	6	1

Note: Queue reported is the number of cars per lane.

```
Cumulative Conditions (2020Mon Mar 30, 2009 18:34:39                 Page 19-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
            Cumulative Conditions (Year 2020) without Project AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
*******************************************************************************
Intersection #17 Main St / Walnut Ave
*******************************************************************************
Cycle (sec):           0                Critical Vol./Cap.(X):          0.244
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):         8.3
Optimal Cycle:         0                Level Of Service:                 A
*******************************************************************************
Street Name:             Main St                       Walnut Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  0  1! 0  0      0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10   70   20     30   90   20     10   20   10     10   10   30
Growth Adj:  1.13 1.13 1.13   1.13 1.13 1.13   1.13 1.13 1.13   1.13 1.13 1.13
Initial Bse:   11   79   23     34  101   23     11   23   11     11   11   34
Added Vol:      0   45    0      9   33    0      0    0    0      0    0   12
PasserByVol:    0    0    0      0    0    0      0    0    0      0    0    0
Initial Fut:   11  124   23     43  134   23     11   23   11     11   11   46
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    11  124   23     43  134   23     11   23   11     11   11   46
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   11  124   23     43  134   23     11   23   11     11   11   46
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:   11  124   23     43  134   23     11   23   11     11   11   46
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:       0.07 0.79 0.14   0.21 0.68 0.11   0.25 0.50 0.25   0.16 0.16 0.68
Final Sat.:    58  641  117    175  551   92    181  361  181    127  127  517
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.19 0.19   0.24 0.24 0.24   0.06 0.06 0.06   0.09 0.09 0.09
Crit Moves:       ****          ****               ****                    ****
Delay/Veh:    8.3  8.3  8.3    8.6  8.6  8.6    7.9  7.9  7.9    7.7  7.7  7.7
Delay Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   8.3  8.3  8.3    8.6  8.6  8.6    7.9  7.9  7.9    7.7  7.7  7.7
LOS by Move:    A    A    A      A    A    A      A    A    A      A    A    A
ApproachDel:       8.3              8.6              7.9              7.7
Delay Adj:         1.00             1.00             1.00             1.00
ApprAdjDel:        8.3              8.6              7.9              7.7
LOS by Appr:         A                A                A                A
AllWayAvgQ:   0.2  0.2  0.2    0.3  0.3  0.3    0.1  0.1  0.1    0.1  0.1  0.1
*******************************************************************************
Note: Queue reported is the number of cars per lane.

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Level Of Service Detailed Computation Report
2000 HCM 4-Way Stop Method
Future Volume Alternative

****

Intersection #17 Main St / Walnut Ave

****

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Time Period: 0.25 hour				
HevVeh:	0%	0%	0%	0%
Alpha Value: 0.01				
GroupType:	1	1	1	1
P[C1]:	0.66	0.70	0.57	0.58
P[C2]:	0.21	0.16	0.05	0.04
P[C3]:	0.10	0.11	0.31	0.32
P[C4]:	0.03	0.03	0.07	0.06
P[C5]:	0.00	0.00	0.00	0.00
Padj[C1]:	0.005	0.005	0.009	0.009
Padj[C2]:	-0.000	0.000	0.004	0.004
Padj[C3]:	-0.003	-0.003	-0.008	-0.009
Padj[C4]:	-0.002	-0.002	-0.004	-0.004
Padj[C5]:	-0.000	-0.000	-0.000	-0.000
Lane:	L1	L1	L1	L1
LaneType:	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE
HeadwayAdj:	-0.071	-0.025	-0.100	-0.369
Volume:	158	200	45	68
Capacity:	816	818	723	771
DegOfUtil:	0.19	0.24	0.06	0.08
DepHeadway:	4.28	4.29	4.63	4.34
ServiceTime:	2.3	2.3	2.6	2.3
Delay:	8.3	8.6	7.9	7.7
Queue:	0.2	0.3	0.1	0.1
Approach:	North Bound	South Bound	East Bound	West Bound
ApproachDel:	8.3	8.6	7.9	7.7
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	8.3	8.6	7.9	7.7
LOS by Appr:	A	A	A	A
OverallDel:	8.3			
OverallLOS:	A			

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Cumulative Conditions (2020Mon Mar 30, 2009 18:34:39                 Page 21-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
            Cumulative Conditions (Year 2020) without Project AM
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
*******************************************************************************
Intersection #18 Main St / Olive Ave
*******************************************************************************
Cycle (sec):           0               Critical Vol./Cap.(X):          0.264
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):          8.4
Optimal Cycle:         0               Level Of Service:                  A
*******************************************************************************
Street Name:              Main St                      Olive Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10   80    30    70  100    20    10   20    10    10   10    20
Growth Adj:  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13
Initial Bse:   11   90    34    79  113    23    11   23    11    11   11    23
Added Vol:      0    1     0     0    2     0     0    9     0     0   12     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   11   91    34    79  115    23    11   32    11    11   23    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    11   91    34    79  115    23    11   32    11    11   23    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   11   91    34    79  115    23    11   32    11    11   23    23
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   11   91    34    79  115    23    11   32    11    11   23    23
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.08 0.67  0.25  0.37 0.53  0.10  0.21 0.58  0.21  0.20 0.41  0.39
Final Sat.:    68  551   204   298  434    85   151  423   151   147  303   293
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.17  0.17  0.26 0.26  0.26  0.07 0.07  0.07  0.08 0.08  0.08
Crit Moves:  ****                ****             ****             ****
Delay/Veh:    8.1  8.1   8.1   8.8  8.8   8.8   8.0  8.0   8.0   7.9  7.9   7.9
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   8.1  8.1   8.1   8.8  8.8   8.8   8.0  8.0   8.0   7.9  7.9   7.9
LOS by Move:    A    A     A     A    A     A     A    A     A     A    A     A
ApproachDel:        8.1              8.8              8.0              7.9
Delay Adj:         1.00             1.00             1.00             1.00
ApprAdjDel:         8.1              8.8              8.0              7.9
LOS by Appr:          A                A                A                A
AllWayAvgQ:   0.2  0.2   0.2   0.3  0.3   0.3   0.1  0.1   0.1   0.1  0.1   0.1
*******************************************************************************
Note: Queue reported is the number of cars per lane.

  Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KIMLEY HORN, ORANGE, CA
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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Level Of Service Detailed Computation Report
2000 HCM 4-Way Stop Method
Future Volume Alternative

****

Intersection #18 Main St / Olive Ave

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Time Period: 0.25 hour												
HevVeh:	0%			0%			0%			0%		
Alpha Value: 0.01												
GroupType:	1			1			1			1		
P[C1]:	0.64			0.73			0.58			0.58		
P[C2]:	0.22			0.14			0.04			0.04		
P[C3]:	0.10			0.11			0.31			0.31		
P[C4]:	0.04			0.03			0.06			0.06		
P[C5]:	0.00			0.00			0.00			0.00		
Padj[C1]:	0.005			0.004			0.009			0.009		
Padj[C2]:	-0.000			0.000			0.004			0.004		
Padj[C3]:	-0.003			-0.003			-0.009			-0.009		
Padj[C4]:	-0.002			-0.002			-0.004			-0.004		
Padj[C5]:	-0.000			-0.000			-0.000			-0.000		
Lane:	L1			L1			L1			L1		
LaneType:	LEFTTHRURITE			LEFTTHRURITE			LEFTTHRURITE			LEFTTHRURITE		
HeadwayAdj:	-0.132			0.010			-0.083			-0.197		
Volume:	136			216			54			57		
Capacity:	824			817			725			743		
DegOfUtil:	0.16			0.26			0.07			0.07		
DepHeadway:	4.24			4.30			4.63			4.51		
ServiceTime:	2.2			2.3			2.6			2.5		
Delay:	8.1			8.8			8.0			7.9		
Queue:	0.2			0.3			0.1			0.1		
Approach:	North Bound			South Bound			East Bound			West Bound		
ApproachDel:	8.1			8.8			8.0			7.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.1			8.8			8.0			7.9		
LOS by Appr:	A			A			A			A		
OverallDel:						8.4						
OverallLOS:						A						

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Main St / 6th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.206
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle:	18	Level Of Service:	B

Street Name:	Main St						6th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0	0 1	0	1	0	1	0 1
Volume Module:												
Base Vol:	0	80	30	10	130	30	40	40	10	50	50	10
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	90	34	11	146	34	45	45	11	56	56	11
Added Vol:	0	16	0	0	18	61	45	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	106	34	11	164	95	90	45	11	56	56	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	106	34	11	164	95	90	45	11	56	56	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	106	34	11	164	95	90	45	11	56	56	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	106	34	11	164	95	90	45	11	56	56	11
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.76	0.24	1.00	0.63	0.37	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	1289	411	1700	1078	622	1700	1700	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.01	0.15	0.15	0.05	0.03	0.01	0.03	0.03	0.01
Crit Moves:					****		****					
Green/Cycle:	0.00	0.74	0.74	0.74	0.74	0.74	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.00	0.11	0.11	0.01	0.21	0.21	0.21	0.10	0.03	0.13	0.13	0.03
Delay/Veh:	0.0	3.7	3.7	3.3	4.0	4.0	29.3	28.4	27.7	28.6	28.6	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.7	3.7	3.3	4.0	4.0	29.3	28.4	27.7	28.6	28.6	27.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	1	1	0	2	2	2	1	0	1	1	0

Note: Queue reported is the number of cars per lane.

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Cumulative Conditions (2020Mon Mar 30, 2009 18:34:39                 Page 24-1
------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
             Cumulative Conditions (Year 2020) without Project AM
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
******************************************************************************
Intersection #20 Lake St / 6th St
******************************************************************************
Cycle (sec):           0               Critical Vol./Cap.(X):          0.117
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):         8.1
Optimal Cycle:         0               Level Of Service:                 A
******************************************************************************
Street Name:              Lake St                        6th St
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  1  0    1  0  1  0  1    0  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   20     0    40    0    50    40   30     0     0   70    10
Growth Adj:  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13
Initial Bse:    0   23     0    45    0    56    45   34     0     0   79    11
Added Vol:      0    6     0     0   14     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   29     0    45   14    56    45   34     0     0   79    11
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0   29     0    45   14    56    45   34     0     0   79    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0   29     0    45   14    56    45   34     0     0   79    11
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0   29     0    45   14    56    45   34     0     0   79    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  0.00  1.00 1.00  1.00  0.57 0.43  1.00  0.00 1.00  1.00
Final Sat.:   630  691     0   632  693   801   385  289   824     0  713   826
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.04  xxxx  0.07 0.02  0.07  0.12 0.12  0.00  xxxx 0.11  0.01
Crit Moves:       ****        ****                  ****              ****
Delay/Veh:    0.0  7.9   0.0   8.6  7.8   7.3   8.6  8.6   0.0   0.0  8.2   7.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  7.9   0.0   8.6  7.8   7.3   8.6  8.6   0.0   0.0  8.2   7.0
LOS by Move:    *    A     *     A    A     A     A    A     *     *    A     A
ApproachDel:       7.9              7.9               8.6               8.1
Delay Adj:         1.00             1.00              1.00              1.00
ApprAdjDel:        7.9              7.9               8.6               8.1
LOS by Appr:         A                A                 A                 A
AllWayAvgQ:   0.0  0.0   0.0   0.1  0.0   0.1   0.1  0.1   0.0   0.1  0.1   0.0
******************************************************************************
Note: Queue reported is the number of cars per lane.

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Cumulative Conditions (2020Mon Mar 30, 2009 18:34:40 Page 25-1

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Level Of Service Detailed Computation Report
2000 HCM 4-Way Stop Method
Future Volume Alternative

****

Intersection #20 Lake St / 6th St

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Time Period: 0.25 hour												
HevVeh:		0%			0%			0%			0%	
Alpha Value: 0.01												
GroupType:		5			6			5			5	
P[C1]:		0.66			0.75			0.72			0.72	
P[C2]:		0.12			0.03			0.10			0.09	
P[C3]:		0.18			0.20			0.16			0.16	
P[C4]:		0.04			0.02			0.03			0.03	
P[C5]:		0.00			0.00			0.00			0.00	
Padj[C1]:		0.006			0.005			0.005			0.005	
Padj[C2]:		0.002			0.002			0.001			0.001	
Padj[C3]:		-0.005			-0.006			-0.004			-0.004	
Padj[C4]:		-0.003			-0.001			-0.002			-0.002	
Padj[C5]:		-0.000			-0.000			-0.000			-0.000	
Lanes:	L1	L2		L1	L2		L1	L2		L1	L2	
LaneType:	LEFT	RTTHRU		LEFT	RITE		RITE	LTTHRU		RITE	LTTHRU	
HeadwayAdj:	0.500	0.000		0.500	-0.700		-0.700	0.286		-0.700	0.000	
Volume:	0	29		45	56		0	79		11	79	
Capacity:	630	691		632	801		824	673		826	713	
DegOfUtil:	0.00	0.04		0.07	0.07		0.00	0.11		0.01	0.11	
DepHeadway:	5.52	5.02		5.53	4.33		4.22	5.21		4.22	4.92	
ServiceTime:	3.2	2.7		3.2	2.0		1.9	2.9		1.9	2.6	
Delay:	8.2	7.9		8.6	7.3		6.9	8.6		7.0	8.2	
Queue:	0.0	0.0		0.1	0.1		0.0	0.1		0.0	0.1	
Lane:	L3			L3			L3			L3		
LaneType:	NOLANE			THRU			NOLANE			NOLANE		
HeadwayAdj:	xx.xxx			0.000			xx.xxx			xx.xxx		
Volume:	xxxxxx			14			xxxxxx			xxxxxx		
Capacity:	xxxxxx			693			xxxxxx			xxxxxx		
DegOfUtil:	x.xx			0.02			x.xx			x.xx		
DepHeadway:	xx.xx			5.03			xx.xx			xx.xx		
ServiceTime:	xx.x			2.7			xx.x			xx.x		
Delay:	xxx.x			7.8			xxx.x			xxx.x		
Queue:	xxx.x			0.0			xxx.x			xxx.x		
Approach:	North Bound			South Bound			East Bound			West Bound		
ApproachDel:	7.9			7.9			8.6			8.1		
Delay Adj:	1.00			1.00			1.00			1.00		

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

ApprAdjDel:	7.9	7.9	8.6	8.1
LOS by Appr:	A	A	A	A
OverallDel:		8.1		
OverallLOS:		A		

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #21 Lake St / Orange Ave

Cycle (sec): 0 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 0 Level Of Service: A

Street Name:	Lake St						Orange Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	20	10	40	60	10	10	180	20	30	160	30
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	23	11	45	68	11	11	203	23	34	180	34
Added Vol:	0	0	0	14	0	0	0	24	0	0	27	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	23	11	59	68	11	11	227	23	34	207	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	23	11	59	68	11	11	227	23	34	207	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	23	11	59	68	11	11	227	23	34	207	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	23	11	59	68	11	11	227	23	34	207	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.50	0.25	0.43	0.49	0.08	0.04	0.87	0.09	0.12	0.74	0.14
Final Sat.:	154	309	154	273	313	52	32	650	65	91	557	107
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.22	0.22	0.22	0.35	0.35	0.35	0.37	0.37	0.37
Crit Moves:		****			****			****			****	
Delay/Veh:	8.6	8.6	8.6	9.5	9.5	9.5	10.0	10.0	10.0	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	9.5	9.5	9.5	10.0	10.0	10.0	10.2	10.2	10.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:		8.6			9.5			10.0			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			9.5			10.0			10.2	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Level Of Service Detailed Computation Report
2000 HCM 4-Way Stop Method
Future Volume Alternative

Intersection #21 Lake St / Orange Ave

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Time Period: 0.25 hour				
HevVeh:	0%	0%	0%	0%
Alpha Value: 0.01				
GroupType:	1	1	1	1
P[C1]:	0.34	0.40	0.48	0.50
P[C2]:	0.08	0.03	0.27	0.25
P[C3]:	0.36	0.42	0.15	0.16
P[C4]:	0.19	0.14	0.09	0.09
P[C5]:	0.02	0.01	0.00	0.00
Padj[C1]:	0.015	0.013	0.009	0.009
Padj[C2]:	0.007	0.007	0.001	0.001
Padj[C3]:	-0.009	-0.011	-0.004	-0.004
Padj[C4]:	-0.011	-0.009	-0.006	-0.005
Padj[C5]:	-0.002	-0.001	-0.000	-0.000
Lane:	L1	L1	L1	L1
LaneType:	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE
HeadwayAdj:	-0.100	0.037	-0.043	-0.061
Volume:	45	138	261	281
Capacity:	618	638	747	754
DegOfUtil:	0.07	0.20	0.34	0.36
DepHeadway:	5.22	5.21	4.66	4.62
ServiceTime:	3.2	3.2	2.7	2.6
Delay:	8.6	9.5	10.0	10.2
Queue:	0.1	0.2	0.5	0.5
Approach:	North Bound	South Bound	East Bound	West Bound
ApproachDel:	8.6	9.5	10.0	10.2
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	8.6	9.5	10.0	10.2
LOS by Appr:	A	A	B	B
OverallDel:		9.9		
OverallLOS:		A		

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Cumulative Conditions (2020Mon Mar 30, 2009 18:34:40                 Page 28-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
             Cumulative Conditions (Year 2020) without Project AM
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #22 1st St / Orange Ave & Atlanta Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):          0.280
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):         19.7
Optimal Cycle:        26                Level Of Service:                  B
*******************************************************************************
Street Name:                 1st St                  Orange Ave & Atlanta Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:             Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  1  0  0  1    0  1  0  0  0    1  0  1  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      40    0   90     10   10    0      0  130   30    220  150    0
Growth Adj:  1.13 1.13 1.13   1.13 1.13 1.13   1.13 1.13 1.13   1.13 1.13 1.13
Initial Bse:   45    0  101     11   11    0      0  146   34    248  169    0
Added Vol:     17    0    5      0    0    0      0   12   26     13   16    0
PasserByVol:    0    0    0      0    0    0      0    0    0      0    0    0
Initial Fut:   62    0  106     11   11    0      0  158   60    261  185    0
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    62    0  106     11   11    0      0  158   60    261  185    0
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   62    0  106     11   11    0      0  158   60    261  185    0
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:   62    0  106     11   11    0      0  158   60    261  185    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700   1700 1700 1700   1700 1700 1700   1700 1700 1700
Adjustment:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:       1.00 0.00 1.00   0.50 0.50 0.00   1.00 1.45 0.55   1.00 1.00 0.00
Final Sat.:  1700    0 1700    850  850    0   1700 2469  931   1700 1700    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.00 0.06   0.01 0.01 0.00   0.00 0.06 0.06   0.15 0.11 0.00
Crit Moves:            ****                             ****             ****
Green/Cycle: 0.22 0.00 0.22   0.22 0.22 0.00   0.00 0.23 0.23   0.55 0.78 0.00
Volume/Cap:  0.16 0.00 0.28   0.06 0.06 0.00   0.00 0.28 0.28   0.28 0.14 0.00
Delay/Veh:   31.5  0.0 32.6   30.6 30.6  0.0    0.0 32.0 32.0   12.3  2.8  0.0
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  31.5  0.0 32.6   30.6 30.6  0.0    0.0 32.0 32.0   12.3  2.8  0.0
LOS by Move:    C    A    C     C    C    A      A    C    C     B    A    A
HCM2kAvgQ:      2    0    3     1    1    0      0    3    3     4    1    0
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Beach Blvd / Atlanta Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.3
Optimal Cycle:	29	Level Of Service:	C

Street Name:	Beach Blvd						Atlanta Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2	1 0	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	10	320	60	170	610	110	50	140	30	60	250	170
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	361	68	192	687	124	56	158	34	68	282	192
Added Vol:	0	86	8	0	126	21	36	35	0	11	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	447	76	192	813	145	92	193	34	79	325	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	447	76	192	813	145	92	193	34	79	325	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	447	76	192	813	145	92	193	34	79	325	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	447	76	192	813	145	92	193	34	79	325	192
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	3.35	0.57	1.00	2.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	144	5693	964	1700	4329	771	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.11	0.19	0.19	0.05	0.06	0.02	0.05	0.10	0.11
Crit Moves:					****		****					****
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.15	0.26	0.26	0.21	0.32	0.32
Volume/Cap:	0.15	0.15	0.15	0.21	0.35	0.35	0.35	0.22	0.08	0.22	0.30	0.35
Delay/Veh:	14.4	14.4	14.4	15.1	16.4	16.4	46.3	35.0	33.7	39.4	31.1	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	14.4	14.4	15.1	16.4	16.4	46.3	35.0	33.7	39.4	31.1	31.9
LOS by Move:	B	B	B	B	B	B	D	D	C	D	C	C
HCM2kAvgQ:	2	2	2	4	7	7	3	3	1	2	5	5

Note: Queue reported is the number of cars per lane.

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Cumulative Conditions (2020Mon Mar 30, 2009 18:34:40                   Page 30-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
             Cumulative Conditions (Year 2020) without Project AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #24 Beach Blvd / Pacific View Ave
*******************************************************************************
Cycle (sec):         120                 Critical Vol./Cap.(X):         0.278
Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):        10.2
Optimal Cycle:        32                 Level Of Service:                 B
*******************************************************************************
Street Name:              Beach Blvd                  Pacific View Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         1  0  3  0  0    1  0  2  1  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       30  350     0     0  680    60    50    0    30     0    0     0
Growth Adj:   1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13
Initial Bse:    34  394     0     0  766    68    56    0    34     0    0     0
Added Vol:       0   35     0     0   50    86    59    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    34  429     0     0  816   154   115    0    34     0    0     0
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     34  429     0     0  816   154   115    0    34     0    0     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    34  429     0     0  816   154   115    0    34     0    0     0
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    34  429     0     0  816   154   115    0    34     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 3.00  0.00  1.00 2.52  0.48  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:   1700 5100     0  1700 4292   808  1700    0  1700     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.02 0.08  0.00  0.00 0.19  0.19  0.07 0.00  0.02  0.00 0.00  0.00
Crit Moves:   ****                 ****        ****
Green/Cycle:  0.07 0.76  0.00  0.00 0.68  0.68  0.24 0.00  0.24  0.00 0.00  0.00
Volume/Cap:   0.28 0.11  0.00  0.00 0.28  0.28  0.28 0.00  0.08  0.00 0.00  0.00
Delay/Veh:    54.0  3.9   0.0   0.0  7.4   7.4  37.1  0.0  35.1   0.0  0.0   0.0
User DelAdj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   54.0  3.9   0.0   0.0  7.4   7.4  37.1  0.0  35.1   0.0  0.0   0.0
LOS by Move:     D    A     A     A    A     A     D    A     D     A    A     A
HCM2kAvgQ:       1    1     0     0    5     5     3    0     1     0    0     0
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Scenario Report

Scenario:	Cumulative Conditions (2020) without Project PM
Command:	Cumulative Conditions (2020) without Project PM
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Approved Projects PM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative Conditions (2020) without Project

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Pacific Coast Hwy / Warner Ave	C	25.3	0.703	C	25.3	0.727	-0.005 D/V
# 2 Pacific Coast Hwy / Seapoint A	B	14.9	0.722	B	14.9	0.747	-0.002 D/V
# 3 Pacific Coast Hwy / Goldenwest	C	23.6	0.779	C	24.5	0.803	+ 0.935 D/V
# 4 Pacific Coast Hwy / 17th St	B	10.1	0.626	A	9.9	0.664	-0.183 D/V
# 5 Pacific Coast Hwy / 9th St	A	2.8	0.557	A	2.9	0.599	+ 0.068 D/V
# 6 Pacific Coast Hwy / 6th St	B	12.6	0.451	B	14.1	0.511	+ 1.572 D/V
# 7 Pacific Coast Hwy / Main St	C	20.8	0.548	C	20.4	0.590	-0.442 D/V
# 8 Pacific Coast Hwy / 1st St	B	15.2	0.484	B	19.7	0.582	+ 4.550 D/V
# 9 Pacific Coast Hwy / Huntington	A	8.6	0.593	B	10.0	0.629	+ 1.382 D/V
# 10 Pacific Coast Hwy / Beach Blvd	B	19.9	0.752	C	22.6	0.808	+ 2.753 D/V
# 11 Pacific Coast Hwy / Newland S	B	11.7	0.648	B	11.3	0.684	-0.375 D/V
# 12 Pacific Coast Hwy / Magnolia S	B	10.7	0.680	B	10.5	0.716	-0.253 D/V
# 13 Pacific Coast Hwy / Brookhurst	B	18.8	0.706	B	18.3	0.742	-0.497 D/V
# 14 Main St / Yorktown Ave	C	28.4	0.490	C	28.9	0.526	+ 0.553 D/V
# 15 Main St / 17 th St	B	11.3	0.292	B	10.3	0.320	-1.079 D/V
# 16 Main St / Adams Ave	B	17.3	0.583	B	18.1	0.650	+ 0.761 D/V
# 17 Main St / Walnut Ave	A	9.0	0.314	B	10.2	0.415	+ 0.101 V/C
# 18 Main St / Olive Ave	A	9.0	0.295	A	9.3	0.309	+ 0.013 V/C
# 19 Main St / 6th St	B	13.4	0.186	B	13.4	0.291	-0.062 D/V
# 20 Lake St / 6th St	A	9.5	0.262	A	9.9	0.310	+ 0.048 V/C
# 21 Lake St / Orange Ave	B	11.2	0.516	B	13.4	0.645	+ 0.129 V/C
# 22 1st St / Orange Ave & Atlanta	C	21.2	0.328	C	21.7	0.375	+ 0.503 D/V
# 23 Beach Blvd / Atlanta Ave	C	22.5	0.371	C	24.0	0.410	+ 1.509 D/V
# 24 Beach Blvd / Pacific View Ave	A	8.5	0.265	B	13.3	0.338	+ 4.862 D/V

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Cumulative Conditions (2020Mon Mar 30, 2009 18:37:03                    Page 3-1
------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
             Cumulative Conditions (Year 2020) without Project PM
------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #1 Pacific Coast Hwy / Warner Ave
******************************************************************************
Cycle (sec):          120                Critical Vol./Cap.(X):          0.727
Loss Time (sec):        0 (Y+R=4.0 sec)  Average Delay (sec/veh):         25.3
Optimal Cycle:         84                Level Of Service:                  C
******************************************************************************
Street Name:         Pacific Coast Hwy                  Warner Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Ovl
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         1  0  2  0  1    2  0  1  1  0    1  0  0  1  0    2  0  1  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       20 1190   320   300 1150    30    30  110    40   330   70   550
Growth Adj:   1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13
Initial Bse:    23 1341   361   338 1296    34    34  124    45   372   79   620
Added Vol:       0   81     3     0   82     0     0    0     0     3    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    23 1422   364   338 1378    34    34  124    45   375   79   620
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     23 1422   364   338 1378    34    34  124    45   375   79   620
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    23 1422   364   338 1378    34    34  124    45   375   79   620
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    23 1422   364   338 1378    34    34  124    45   375   79   620
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 2.00  1.00  2.00 1.95  0.05  1.00 0.73  0.27  2.00 1.00  2.00
Final Sat.:   1700 3400  1700  3400 3319    81  1700 1247   453  3400 1700  3400
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.01 0.42  0.21  0.10 0.42  0.42  0.02 0.10  0.10  0.11 0.05  0.18
Crit Moves:        ****        ****              ****        ****
Green/Cycle:  0.02 0.58  0.58  0.14 0.69  0.69  0.06 0.14  0.14  0.15 0.23  0.37
Volume/Cap:   0.60 0.73  0.37  0.73 0.60  0.60  0.36 0.73  0.73  0.73 0.20  0.49
Delay/Veh:    82.7 20.0  14.0  55.4 10.3  10.3  56.9 60.6  60.6  53.7 37.3  29.5
User DelAdj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   82.7 20.0  14.0  55.4 10.3  10.3  56.9 60.6  60.6  53.7 37.3  29.5
LOS by Move:     F    C     B     E    B     B     E    E     E     D    D     C
HCM2kAvgQ:       2   20     7     8   14    14     2    8     8     8    2     9
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************

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Cumulative Conditions (2020Mon Mar 30, 2009 18:37:03                    Page 4-1
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                  Huntington Beach Traffic Impact Analysis
            Cumulative Conditions (Year 2020) without Project PM
------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #2 Pacific Coast Hwy / Seapoint Ave
******************************************************************************
Cycle (sec):          120                 Critical Vol./Cap.(X):          0.747
Loss Time (sec):        0 (Y+R=4.0 sec)   Average Delay (sec/veh):         14.9
Optimal Cycle:         90                 Level Of Service:                  B
******************************************************************************
Street Name:         Pacific Coast Hwy                  Seapoint Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         0  0  1  1  0    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0 1350    70   210 1370     0     0    0     0    40    0   170
Growth Adj:   1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13
Initial Bse:     0 1521    79   237 1544     0     0    0     0    45    0   192
Added Vol:       0   84     0     0   86     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:     0 1605    79   237 1630     0     0    0     0    45    0   192
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      0 1605    79   237 1630     0     0    0     0    45    0   192
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:     0 1605    79   237 1630     0     0    0     0    45    0   192
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:     0 1605    79   237 1630     0     0    0     0    45    0   192
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        0.00 1.91  0.09  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:      0 3241   159  1700 3400     0     0    0     0  3400    0  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.50  0.50  0.14 0.48  0.00  0.00 0.00  0.00  0.01 0.00  0.11
Crit Moves:        ****        ****                                      ****
Green/Cycle:  0.00 0.66  0.66  0.19 0.85  0.00  0.00 0.00  0.00  0.15 0.00  0.15
Volume/Cap:   0.00 0.75  0.75  0.75 0.56  0.00  0.00 0.00  0.00  0.09 0.00  0.75
Delay/Veh:     0.0 14.9  14.9  55.6  2.9   0.0   0.0  0.0   0.0  43.9  0.0  60.2
User DelAdj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:    0.0 14.9  14.9  55.6  2.9   0.0   0.0  0.0   0.0  43.9  0.0  60.2
LOS by Move:     A    B     B     E    A     A     A    A     A     D    A     E
HCM2kAvgQ:       0   21    21    10    9     0     0    0     0     1    0     8
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Pacific Coast Hwy / Goldenwest St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.803		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.5		
Optimal Cycle:	116	Level Of Service:	C		

Street Name:	Pacific Coast Hwy						Goldenwest St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	10	1250	220	320	1060	0	0	0	0	190	0	230
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	1409	248	361	1194	0	0	0	0	214	0	259
Added Vol:	0	84	45	0	86	0	0	0	0	45	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1493	293	361	1280	0	0	0	0	259	0	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1493	293	361	1280	0	0	0	0	259	0	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1493	293	361	1280	0	0	0	0	259	0	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	1493	293	361	1280	0	0	0	0	259	0	259
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.17	0.21	0.38	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:		****		****						****		
Green/Cycle:	0.01	0.55	0.55	0.26	0.80	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.47	0.80	0.32	0.80	0.47	0.00	0.00	0.00	0.00	0.80	0.00	0.80
Delay/Veh:	72.8	24.6	15.1	51.3	4.1	0.0	0.0	0.0	0.0	60.0	0.0	60.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.8	24.6	15.1	51.3	4.1	0.0	0.0	0.0	0.0	60.0	0.0	60.1
LOS by Move:	E	C	B	D	A	A	A	A	A	E	A	E
HCM2kAvgQ:	1	24	6	14	8	0	0	0	0	11	0	11

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Pacific Coast Hwy / 17th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.664		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.9		
Optimal Cycle:	68	Level Of Service:	A		

Street Name:	Pacific Coast Hwy						17th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	1390	70	160	1110	0	0	0	0	50	0	90
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1566	79	180	1251	0	0	0	0	56	0	101
Added Vol:	0	129	8	0	131	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1695	87	180	1382	0	0	0	0	62	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1695	87	180	1382	0	0	0	0	62	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1695	87	180	1382	0	0	0	0	62	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1695	87	180	1382	0	0	0	0	62	0	101
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.05	0.11	0.41	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.75	0.75	0.16	0.91	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.66	0.07	0.66	0.45	0.00	0.00	0.00	0.00	0.41	0.00	0.66
Delay/Veh:	0.0	8.1	4.0	53.5	0.9	0.0	0.0	0.0	0.0	53.4	0.0	63.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	4.0	53.5	0.9	0.0	0.0	0.0	0.0	53.4	0.0	63.4
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	16	1	7	4	0	0	0	0	3	0	5

Note: Queue reported is the number of cars per lane.

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Cumulative Conditions (2020Mon Mar 30, 2009 18:37:03                    Page 7-1
------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
            Cumulative Conditions (Year 2020) without Project PM
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #5 Pacific Coast Hwy / 9th St
******************************************************************************
Cycle (sec):          120                 Critical Vol./Cap.(X):          0.599
Loss Time (sec):        0 (Y+R=4.0 sec)   Average Delay (sec/veh):          2.9
Optimal Cycle:         57                 Level Of Service:                  A
******************************************************************************
Street Name:         Pacific Coast Hwy                      9th St
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:        0 1540    30    20 1150     0     0    0     0    50    0    20
Growth Adj:   1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13
Initial Bse:     0 1735    34    23 1296     0     0    0     0    56    0    23
Added Vol:       0  138     4     0  137     0     0    0     0     3    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:     0 1873    38    23 1433     0     0    0     0    59    0    23
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      0 1873    38    23 1433     0     0    0     0    59    0    23
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:     0 1873    38    23 1433     0     0    0     0    59    0    23
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:     0 1873    38    23 1433     0     0    0     0    59    0    23
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:      0 3400  1700  1700 3400     0     0    0     0  1700    0  1700
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.55  0.02  0.01 0.42  0.00  0.00 0.00  0.00  0.03 0.00  0.01
Crit Moves:        ****        ****                             ****
Green/Cycle:  0.00 0.92  0.92  0.02 0.94  0.00  0.00 0.00  0.00  0.06 0.00  0.06
Volume/Cap:   0.00 0.60  0.02  0.60 0.45  0.00  0.00 0.00  0.00  0.60 0.00  0.23
Delay/Veh:     0.0  1.2   0.4  82.1  0.5   0.0   0.0  0.0   0.0  64.9  0.0  55.1
User DelAdj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:    0.0  1.2   0.4  82.1  0.5   0.0   0.0  0.0   0.0  64.9  0.0  55.1
LOS by Move:     A    A     A     F    A     A     A    A     A     E    A     E
HCM2kAvgQ:       0    7     0     2    3     0     0    0     0     3    0     1
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Pacific Coast Hwy / 6th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.1
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Pacific Coast Hwy						6th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	40	1360	50	80	1030	30	40	20	70	40	30	70
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	45	1532	56	90	1161	34	45	23	79	45	34	79
Added Vol:	0	103	58	43	97	0	0	0	0	53	0	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1635	114	133	1258	34	45	23	79	98	34	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1635	114	133	1258	34	45	23	79	98	34	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1635	114	133	1258	34	45	23	79	98	34	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1635	114	133	1258	34	45	23	79	98	34	118
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.80	0.20	1.00	2.92	0.08	0.31	0.15	0.54	1.00	0.22	0.78
Final Sat.:	1700	4767	333	1700	4967	133	523	262	915	1700	379	1321
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.08	0.25	0.25	0.09	0.09	0.09	0.06	0.09	0.09
Crit Moves:		****		****							****	
Green/Cycle:	0.08	0.67	0.67	0.15	0.75	0.75	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.34	0.51	0.51	0.51	0.34	0.34	0.49	0.49	0.49	0.33	0.51	0.51
Delay/Veh:	53.9	10.0	10.0	48.4	5.2	5.2	46.0	46.0	46.0	44.0	46.4	46.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	10.0	10.0	48.4	5.2	5.2	46.0	46.0	46.0	44.0	46.4	46.4
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	11	11	5	5	5	5	5	5	3	6	6

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Pacific Coast Hwy / Main St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.590	
Loss Time (sec):	30 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.4	
Optimal Cycle:	86	Level Of Service:	C	

Street Name:	Pacific Coast Hwy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	40	1320	130	90	1040	0	0	0	0	90	0	90
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	45	1487	146	101	1172	0	0	0	0	101	0	101
Added Vol:	0	161	0	0	149	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1648	146	101	1321	0	0	0	0	101	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1648	146	101	1321	0	0	0	0	101	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1648	146	101	1321	0	0	0	0	101	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1648	146	101	1321	0	0	0	0	101	0	101
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	5100	1700	1700	5100	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.09	0.06	0.26	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:		****		****						****		
Green/Cycle:	0.06	0.55	0.55	0.10	0.59	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.44	0.59	0.16	0.59	0.44	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Delay/Veh:	57.4	18.5	13.5	56.9	13.8	0.0	0.0	0.0	0.0	56.9	0.0	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	18.5	13.5	56.9	13.8	0.0	0.0	0.0	0.0	56.9	0.0	56.9
LOS by Move:	E	B	B	E	B	A	A	A	A	E	A	E
HCM2kAvgQ:	2	14	3	4	9	0	0	0	0	4	0	4

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Pacific Coast Hwy / 1st St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.582	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.7	
Optimal Cycle:	55	Level Of Service:	B	

Street Name:	Pacific Coast Hwy						1st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 1	0	0 1	1 1	0	0 2
Volume Module:												
Base Vol:	50	1430	70	100	1000	20	60	40	60	110	30	50
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	56	1611	79	113	1127	23	68	45	68	124	34	56
Added Vol:	0	58	64	97	53	0	0	0	0	58	0	103
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1669	143	210	1180	23	68	45	68	182	34	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1669	143	210	1180	23	68	45	68	182	34	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1669	143	210	1180	23	68	45	68	182	34	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1669	143	210	1180	23	68	45	68	182	34	159
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.76	0.24	1.00	2.94	0.06	1.20	0.80	1.00	1.69	0.31	2.00
Final Sat.:	1700	4698	402	1700	5004	96	2040	1360	1700	2867	533	3400
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.36	0.12	0.24	0.24	0.03	0.03	0.04	0.06	0.06	0.05
Crit Moves:		****		****					****		****	
Green/Cycle:	0.10	0.61	0.61	0.21	0.72	0.72	0.07	0.07	0.07	0.11	0.11	0.11
Volume/Cap:	0.33	0.58	0.58	0.58	0.33	0.33	0.48	0.48	0.58	0.58	0.58	0.43
Delay/Veh:	51.2	14.4	14.4	44.9	6.2	6.2	55.5	55.5	61.5	53.2	53.2	50.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	14.4	14.4	44.9	6.2	6.2	55.5	55.5	61.5	53.2	53.2	50.8
LOS by Move:	D	B	B	D	A	A	E	E	E	D	D	D
HCM2kAvgQ:	2	14	14	8	5	5	3	3	3	5	5	3

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Pacific Coast Hwy / Huntington St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.0
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Pacific Coast Hwy						Huntington St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	0 1	0	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	40 1520		70	50 1060		10	40	50	80	10	30	30
Growth Adj:	1.13 1.13		1.13	1.13 1.13		1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	45 1713		79	56 1194		11	45	56	90	11	34	34
Added Vol:	0 123		134	0 111		0	0	0	0	145	0	0
PasserByVol:	0 0		0	0 0		0	0	0	0	0	0	0
Initial Fut:	45 1836		213	56 1305		11	45	56	90	156	34	34
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45 1836		213	56 1305		11	45	56	90	156	34	34
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	45 1836		213	56 1305		11	45	56	90	156	34	34
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45 1836		213	56 1305		11	45	56	90	156	34	34
Saturation Flow Module:												
Sat/Lane:	1700 1700		1700	1700 1700		1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 2.00		1.00	1.00 2.00		1.00	0.47	0.59	0.94	1.64	0.36	1.00
Final Sat.:	1700 3400		1700	1700 3400		1700	800	1000	1600	2795	605	1700
Capacity Analysis Module:												
Vol/Sat:	0.03 0.54		0.13	0.03 0.38		0.01	0.06	0.06	0.06	0.06	0.06	0.02
Crit Moves:	****			****				****				
Green/Cycle:	0.06 0.86		0.86	0.05 0.85		0.85	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.45 0.63		0.15	0.63 0.45		0.01	0.63	0.63	0.63	0.62	0.62	0.22
Delay/Veh:	57.8 3.1		1.4	69.2 2.3		1.3	56.9	56.9	56.9	56.7	56.7	51.5
User DelAdj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8 3.1		1.4	69.2 2.3		1.3	56.9	56.9	56.9	56.7	56.7	51.5
LOS by Move:	E	A	A	E	A	A	E	E	E	E	E	D
HCM2kAvgQ:	2	11	1	3	6	0	4	4	4	4	4	1

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Pacific Coast Hwy / Beach Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.808	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.6	
Optimal Cycle:	119	Level Of Service:	C	

Street Name:	Pacific Coast Hwy						Beach Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	40	1380	750	190	1010	30	20	50	30	340	50	110
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	45	1555	845	214	1138	34	23	56	34	383	56	124
Added Vol:	0	182	0	71	184	0	0	0	0	0	0	74
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1737	845	285	1322	34	23	56	34	383	56	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	45	1737	845	285	1322	34	23	56	0	383	56	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1737	845	285	1322	34	23	56	0	383	56	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	45	1737	845	285	1322	34	23	56	0	383	56	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.51	0.50	0.17	0.39	0.02	0.01	0.02	0.00	0.11	0.03	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.63	0.63	0.21	0.79	0.79	0.05	0.02	0.00	0.14	0.11	0.00
Volume/Cap:	0.49	0.81	0.79	0.81	0.49	0.03	0.29	0.81	0.00	0.81	0.29	0.00
Delay/Veh:	59.4	18.9	20.0	58.2	4.6	2.8	57.4	107	0.0	60.0	49.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	18.9	20.0	58.2	4.6	2.8	57.4	107	0.0	60.0	49.5	0.0
LOS by Move:	E	B	C	E	A	A	E	F	A	E	D	A
HCM2kAvgQ:	2	25	24	12	9	0	1	2	0	9	2	0

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Pacific Coast Hwy / Newland St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.3
Optimal Cycle:	72	Level Of Service:	B

Street Name:	Pacific Coast Hwy						Newland St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	2080	270	150	1150	10	0	10	0	100	0	130
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	2344	304	169	1296	11	0	11	0	113	0	146
Added Vol:	0	182	0	0	184	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2526	304	169	1480	11	0	11	0	113	0	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2526	304	169	1480	11	0	11	0	113	0	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2526	304	169	1480	11	0	11	0	113	0	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2526	304	169	1480	11	0	11	0	113	0	146
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.00	2.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	5100	1700	1700	5100	1700	0	3400	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.18	0.10	0.29	0.01	0.00	0.00	0.00	0.07	0.00	0.09
Crit Moves:		****		****				****				****
Green/Cycle:	0.00	0.72	0.72	0.15	0.87	0.87	0.00	0.00	0.00	0.13	0.00	0.13
Volume/Cap:	0.00	0.68	0.25	0.68	0.33	0.01	0.00	0.68	0.00	0.53	0.00	0.68
Delay/Veh:	0.0	9.6	5.7	56.4	1.5	1.0	0.0	138	0.0	51.5	0.0	59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.6	5.7	56.4	1.5	1.0	0.0	138	0.0	51.5	0.0	59.0
LOS by Move:	A	A	A	E	A	A	A	F	A	D	A	E
HCM2kAvgQ:	0	17	4	7	4	0	0	1	0	5	0	6

Note: Queue reported is the number of cars per lane.

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Cumulative Conditions (2020Mon Mar 30, 2009 18:37:03                  Page 14-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
            Cumulative Conditions (Year 2020) without Project PM
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #12 Pacific Coast Hwy / Magnolia St
*******************************************************************************
Cycle (sec):          120                Critical Vol./Cap.(X):          0.716
Loss Time (sec):        0 (Y+R=4.0 sec)  Average Delay (sec/veh):         10.5
Optimal Cycle:         80                Level Of Service:                  B
*******************************************************************************
Street Name:         Pacific Coast Hwy                  Magnolia St
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected       Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         1  0  3  0  1    1  0  3  0  1    1  0  0  1  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       30 2390   180   120 1070    30    20   30    10    70   30    70
Growth Adj:   1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13
Initial Bse:    34 2693   203   135 1206    34    23   34    11    79   34    79
Added Vol:       0  182     0     0  184     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    34 2875   203   135 1390    34    23   34    11    79   34    79
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     34 2875   203   135 1390    34    23   34    11    79   34    79
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    34 2875   203   135 1390    34    23   34    11    79   34    79
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    34 2875   203   135 1390    34    23   34    11    79   34    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 3.00  1.00  1.00 3.00  1.00  1.00 0.75  0.25  1.40 0.60  1.00
Final Sat.:   1700 5100  1700  1700 5100  1700  1700 1275   425  2380 1020  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.02 0.56  0.12  0.08 0.27  0.02  0.01 0.03  0.03  0.03 0.03  0.05
Crit Moves:        ****        ****             ****                    ****
Green/Cycle: 0.06 0.79  0.79  0.11 0.84  0.84  0.04 0.04  0.04  0.06 0.06  0.06
Volume/Cap:  0.33 0.72  0.15  0.72 0.33  0.02  0.36 0.72  0.72  0.51 0.51  0.72
Delay/Veh:   55.8  6.9   3.1  63.9  2.2   1.6  59.9 89.5  89.5  56.3 56.3  75.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  55.8  6.9   3.1  63.9  2.2   1.6  59.9 89.5  89.5  56.3 56.3  75.1
LOS by Move:    E    A     A     E    A     A     E    F     F     E    E     E
HCM2kAvgQ:      2   18     2     6    4     0     1    3     3     3    3     4
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Pacific Coast Hwy / Brookhurst St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.742	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.3	
Optimal Cycle:	88	Level Of Service:	B	

Street Name:	Pacific Coast Hwy						Brookhurst St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 3	0	1	1 0	0	1 0	2 0	1 0	1
Volume Module:												
Base Vol:	20 2010	540		190 1240	10		20	40	30	270	30	140
Growth Adj:	1.13 1.13	1.13		1.13 1.13	1.13		1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23 2265	608		214 1397	11		23	45	34	304	34	158
Added Vol:	0 182	0		0 184	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	23 2447	608		214 1581	11		23	45	34	304	34	158
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23 2447	608		214 1581	11		23	45	34	304	34	158
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	23 2447	608		214 1581	11		23	45	34	304	34	158
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23 2447	608		214 1581	11		23	45	34	304	34	158
Saturation Flow Module:												
Sat/Lane:	1700 1700	1700		1700 1700	1700		1700	1700	1700	1700	1700	1700
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.00	1.00		1.00 3.00	1.00		1.00	0.57	0.43	2.00	1.00	1.00
Final Sat.:	1700 5100	1700		1700 5100	1700		1700	971	729	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01 0.48	0.36		0.13 0.31	0.01		0.01	0.05	0.05	0.09	0.02	0.09
Crit Moves:	****			****				****		****		
Green/Cycle:	0.03 0.65	0.65		0.17 0.78	0.78		0.02	0.06	0.06	0.12	0.16	0.16
Volume/Cap:	0.40 0.74	0.55		0.74 0.40	0.01		0.58	0.74	0.74	0.74	0.12	0.58
Delay/Veh:	61.3 15.3	12.3		57.2 4.1	2.8		78.0	79.4	79.4	58.1	43.4	49.7
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3 15.3	12.3		57.2 4.1	2.8		78.0	79.4	79.4	58.1	43.4	49.7
LOS by Move:	E	B	B	E	A	A	E	E	E	E	D	D
HCM2kAvgQ:	1	21	12	9	6	0	2	4	4	7	1	6

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Main St / Yorktown Ave

Cycle (sec):	100		Critical Vol./Cap.(X):	0.526	
Loss Time (sec):	0	(Y+R=4.0 sec)	Average Delay (sec/veh):	28.9	
Optimal Cycle:	48		Level Of Service:	C	

Street Name:	Main St						Yorktown Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	190	390	50	230	460	90	70	460	150	80	500	160
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	214	439	56	259	518	101	79	518	169	90	563	180
Added Vol:	0	49	41	0	52	0	0	2	0	45	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	488	97	259	570	101	79	520	169	135	564	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	488	97	259	570	101	79	520	169	135	564	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	488	97	259	570	101	79	520	169	135	564	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	488	97	259	570	101	79	520	169	135	564	180
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	3400	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.06	0.08	0.17	0.06	0.05	0.15	0.10	0.08	0.17	0.11
Crit Moves:	****				****			****			****	
Green/Cycle:	0.24	0.36	0.36	0.19	0.32	0.32	0.10	0.29	0.29	0.15	0.35	0.35
Volume/Cap:	0.53	0.39	0.16	0.39	0.53	0.19	0.48	0.53	0.34	0.53	0.48	0.31
Delay/Veh:	34.4	23.8	21.5	35.6	28.4	24.8	45.0	30.2	28.3	41.2	26.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	23.8	21.5	35.6	28.4	24.8	45.0	30.2	28.3	41.2	26.0	24.3
LOS by Move:	C	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	6	2	4	8	2	3	7	4	5	7	4

Note: Queue reported is the number of cars per lane.

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Cumulative Conditions (2020Mon Mar 30, 2009 18:37:03                Page 17-1
--------------------------------------------------------------------------------
                   Huntington Beach Traffic Impact Analysis
             Cumulative Conditions (Year 2020) without Project PM
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #15 Main St / 17 th St
********************************************************************************
Cycle (sec):          100              Critical Vol./Cap.(X):         0.320
Loss Time (sec):        0 (Y+R=4.0 sec) Average Delay (sec/veh):       10.3
Optimal Cycle:         21              Level Of Service:                  B
********************************************************************************
Street Name:                 Main St                          17th St
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:    0     0     0     0     0     0     0     0     0     0     0     0
Lanes:         1  0  2  0  1    0  0  1  1  1    1  0  0  1  0    1  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     10   430    10     0   520   180   180    10     0     0     0     0
Growth Adj: 1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13
Initial Bse:  11   485    11     0   586   203   203    11     0     0     0     0
Added Vol:     0    90     0     0    97     0     0     0     0     0     0     0
PasserByVol:   0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:  11   575    11     0   683   203   203    11     0     0     0     0
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   11   575    11     0   683   203   203    11     0     0     0     0
Reduct Vol:    0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:  11   575    11     0   683   203   203    11     0     0     0     0
PCE Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  11   575    11     0   683   203   203    11     0     0     0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
Adjustment: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:      1.00 2.00  1.00  0.00 2.00  1.00  1.00 1.00  0.00  1.00 0.00  0.00
Final Sat.: 1700 3400  1700     0 3400  1700  1700 1700     0  1700    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.01 0.17  0.01  0.00 0.20  0.12  0.12 0.01  0.00  0.00 0.00  0.00
Crit Moves:                       ****        ****
Green/Cycle: 0.63 0.63 0.63  0.00 0.63  0.63  0.37 0.37  0.00  0.00 0.00  0.00
Volume/Cap: 0.01 0.27  0.01  0.00 0.32  0.19  0.32 0.02  0.00  0.00 0.00  0.00
Delay/Veh:   7.0  8.4   7.0   0.0  8.8   7.9  22.6 19.8   0.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  7.0  8.4   7.0   0.0  8.8   7.9  22.6 19.8   0.0   0.0  0.0   0.0
LOS by Move:   A     A     A     A     A     A     C     B     A     A     A     A
HCM2kAvgQ:     0     4     0     0     5     3     4     0     0     0     0     0
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Cumulative Conditions (2020Mon Mar 30, 2009 18:37:04                 Page 18-1
------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
             Cumulative Conditions (Year 2020) without Project PM
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #16 Main St / Adams Ave
******************************************************************************
Cycle (sec):         100                 Critical Vol./Cap.(X):         0.650
Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):        18.1
Optimal Cycle:        41                 Level Of Service:                 B
******************************************************************************
Street Name:             Main St                        Adams Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  1  0  1    1  0  1  0  1    0  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  370   90     80  420   10      0  160   10    180  280   60
Growth Adj:  1.13 1.13 1.13   1.13 1.13 1.13   1.13 1.13 1.13   1.13 1.13 1.13
Initial Bse:   11  417  101     90  473   11      0  180   11    203  316   68
Added Vol:      0   90   15      0   97    0      0    0    0     16    0    0
PasserByVol:    0    0    0      0    0    0      0    0    0      0    0    0
Initial Fut:   11  507  116     90  570   11      0  180   11    219  316   68
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    11  507  116     90  570   11      0  180   11    219  316   68
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   11  507  116     90  570   11      0  180   11    219  316   68
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:   11  507  116     90  570   11      0  180   11    219  316   68
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700   1700 1700 1700   1700 1700 1700   1700 1700 1700
Adjustment:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:       1.00 1.00 1.00   1.00 1.00 1.00   0.00 1.00 1.00   0.41 0.59 1.00
Final Sat.:  1700 1700 1700   1700 1700 1700      0 1700 1700    696 1004 1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.30 0.07   0.05 0.34 0.01   0.00 0.11 0.01   0.31 0.31 0.04
Crit Moves:                        ****                             ****
Green/Cycle: 0.52 0.52 0.52   0.52 0.52 0.52   0.00 0.48 0.48   0.48 0.48 0.48
Volume/Cap:  0.01 0.58 0.13   0.10 0.65 0.01   0.00 0.22 0.01   0.65 0.65 0.08
Delay/Veh:   11.8 17.6 12.6   12.4 19.3 11.8    0.0 15.0 13.4   21.3 21.3 13.9
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  11.8 17.6 12.6   12.4 19.3 11.8    0.0 15.0 13.4   21.3 21.3 13.9
LOS by Move:    B    B    B      B    B    B      A    B    B      C    C    B
HCM2kAvgQ:      0   11    2      1   13    0      0    3    0     13   13    1
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #17 Main St / Walnut Ave

Cycle (sec):	0	Critical Vol./Cap.(X):	0.415	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.2	
Optimal Cycle:	0	Level Of Service:	B	

Street Name:	Main St						Walnut Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	150	60	30	120	20	10	30	20	30	40	30
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	169	68	34	135	23	11	34	23	34	45	34
Added Vol:	0	66	0	16	60	0	0	0	0	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	235	68	50	195	23	11	34	23	34	45	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	235	68	50	195	23	11	34	23	34	45	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	235	68	50	195	23	11	34	23	34	45	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	235	68	50	195	23	11	34	23	34	45	51
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.75	0.21	0.19	0.73	0.08	0.17	0.50	0.33	0.26	0.35	0.39
Final Sat.:	27	566	163	136	532	61	103	308	205	167	223	251
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.37	0.37	0.37	0.11	0.11	0.11	0.20	0.20	0.20
Crit Moves:		****		****				****			****	
Delay/Veh:	10.7	10.7	10.7	10.3	10.3	10.3	8.8	8.8	8.8	9.3	9.3	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	10.3	10.3	10.3	8.8	8.8	8.8	9.3	9.3	9.3
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:		10.7			10.3			8.8			9.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			10.3			8.8			9.3	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.6	0.6	0.6	0.5	0.5	0.5	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Detailed Computation Report
2000 HCM 4-Way Stop Method
Future Volume Alternative

Intersection #17 Main St / Walnut Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Time Period: 0.25 hour												
HevVeh:	0%			0%			0%			0%		
Alpha Value: 0.01												
GroupType:	1			1			1			1		
P[C1]:	0.48			0.44			0.32			0.35		
P[C2]:	0.26			0.30			0.07			0.04		
P[C3]:	0.16			0.15			0.38			0.42		
P[C4]:	0.10			0.11			0.20			0.17		
P[C5]:	0.01			0.01			0.03			0.01		
Padj[C1]:	0.009			0.009			0.016			0.015		
Padj[C2]:	0.001			0.001			0.008			0.008		
Padj[C3]:	-0.004			-0.003			-0.009			-0.011		
Padj[C4]:	-0.006			-0.007			-0.012			-0.010		
Padj[C5]:	-0.001			-0.001			-0.003			-0.001		
Lane:	L1			L1			L1			L1		
LaneType:	LEFTTHRURITE			LEFTTHRURITE			LEFTTHRURITE			LEFTTHRURITE		
HeadwayAdj:	-0.122			-0.013			-0.167			-0.183		
Volume:	314			268			68			130		
Capacity:	756			729			615			641		
DegOfUtil:	0.40			0.35			0.10			0.18		
DepHeadway:	4.60			4.75			5.23			5.12		
ServiceTime:	2.6			2.8			3.2			3.1		
Delay:	10.7			10.3			8.8			9.3		
Queue:	0.6			0.5			0.1			0.2		
Approach:	North Bound			South Bound			East Bound			West Bound		
ApproachDel:	10.7			10.3			8.8			9.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.7			10.3			8.8			9.3		
LOS by Appr:	B			B			A			A		
OverallDel:						10.2						
OverallLOS:						B						

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Main St / Olive Ave

Cycle (sec):	0		Critical Vol./Cap.(X):		0.309
Loss Time (sec):	0	(Y+R=4.0 sec)	Average Delay (sec/veh):		9.3
Optimal Cycle:	0		Level Of Service:		A

Street Name:	Main St						Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	30	140	30	40	120	30	20	30	30	20	30	40
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	34	158	34	45	135	34	23	34	34	23	34	45
Added Vol:	0	4	0	0	3	0	0	16	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	162	34	45	138	34	23	50	34	23	51	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	162	34	45	138	34	23	50	34	23	51	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	162	34	45	138	34	23	50	34	23	51	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	162	34	45	138	34	23	50	34	23	51	45
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.70	0.15	0.21	0.64	0.15	0.21	0.47	0.32	0.19	0.43	0.38
Final Sat.:	110	524	110	154	471	115	143	316	214	130	292	259
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.29	0.29	0.29	0.16	0.16	0.16	0.17	0.17	0.17
Crit Moves:		****			****				****	****		
Delay/Veh:	9.6	9.6	9.6	9.5	9.5	9.5	8.8	8.8	8.8	8.8	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.6	9.6	9.5	9.5	9.5	8.8	8.8	8.8	8.8	8.8	8.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.6			9.5			8.8			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.6			9.5			8.8			8.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.4	0.4	0.4	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Detailed Computation Report
2000 HCM 4-Way Stop Method
Future Volume Alternative

****

Intersection #18 Main St / Olive Ave

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Time Period: 0.25 hour												
HevVeh:	0%			0%			0%			0%		
Alpha Value: 0.01												
GroupType:	1			1			1			1		
P[C1]:	0.52			0.51			0.43			0.43		
P[C2]:	0.20			0.21			0.08			0.07		
P[C3]:	0.19			0.18			0.34			0.35		
P[C4]:	0.09			0.09			0.14			0.13		
P[C5]:	0.01			0.01			0.01			0.01		
Padj[C1]:	0.009			0.009			0.012			0.012		
Padj[C2]:	0.002			0.002			0.006			0.006		
Padj[C3]:	-0.005			-0.004			-0.009			-0.009		
Padj[C4]:	-0.005			-0.006			-0.008			-0.008		
Padj[C5]:	-0.001			-0.001			-0.001			-0.001		
Lane:	L1			L1			L1			L1		
LaneType:	LEFTTHRURITE			LEFTTHRURITE			LEFTTHRURITE			LEFTTHRURITE		
HeadwayAdj:	-0.059			-0.052			-0.149			-0.190		
Volume:	229			217			106			118		
Capacity:	743			740			673			682		
DegOfUtil:	0.30			0.28			0.15			0.16		
DepHeadway:	4.64			4.66			4.92			4.87		
ServiceTime:	2.6			2.7			2.9			2.9		
Delay:	9.6			9.5			8.8			8.8		
Queue:	0.4			0.4			0.2			0.2		
Approach:	North Bound			South Bound			East Bound			West Bound		
ApproachDel:	9.6			9.5			8.8			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.6			9.5			8.8			8.8		
LOS by Appr:	A			A			A			A		
OverallDel:					9.3							
OverallLOS:					A							

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Main St / 6th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.291		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.4		
Optimal Cycle:	20	Level Of Service:	B		

Street Name:	Main St						6th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1	0	0 1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	10	150	20	30	160	50	50	70	10	30	70	30
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	169	23	34	180	56	56	79	11	34	79	34
Added Vol:	0	30	0	0	30	90	81	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	199	23	34	210	146	137	79	11	34	79	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	199	23	34	210	146	137	79	11	34	79	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	199	23	34	210	146	137	79	11	34	79	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	199	23	34	210	146	137	79	11	34	79	34
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.90	0.10	1.00	0.59	0.41	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	1527	173	1700	1002	698	1700	1700	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.02	0.21	0.21	0.08	0.05	0.01	0.02	0.05	0.02
Crit Moves:					****		****					
Green/Cycle:	0.72	0.72	0.72	0.72	0.72	0.72	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.01	0.18	0.18	0.03	0.29	0.29	0.29	0.17	0.02	0.07	0.17	0.07
Delay/Veh:	3.9	4.5	4.5	4.0	5.0	5.0	28.7	27.5	26.3	26.7	27.5	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.9	4.5	4.5	4.0	5.0	5.0	28.7	27.5	26.3	26.7	27.5	26.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	2	2	0	4	4	3	2	0	1	2	1

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Lake St / 6th St

Cycle (sec):	0		Critical Vol./Cap.(X):		0.310
Loss Time (sec):	0 (Y+R=4.0 sec)		Average Delay (sec/veh):		9.9
Optimal Cycle:	0		Level Of Service:		A

Street Name:	Lake St						6th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1	0	1 0	1	0 1	0 0	1	0 1	0 0 1
Volume Module:												
Base Vol:	10	130	20	30	120	50	50	60	10	10	70	20
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	146	23	34	135	56	56	68	11	11	79	23
Added Vol:	0	29	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	175	23	34	157	56	56	68	11	11	79	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	175	23	34	157	56	56	68	11	11	79	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	175	23	34	157	56	56	68	11	11	79	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	175	23	34	157	56	56	68	11	11	79	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	1.00	1.00	0.45	0.55	1.00	0.12	0.88	1.00
Final Sat.:	575	566	73	554	603	680	256	307	655	71	500	648
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.06	0.26	0.08	0.22	0.22	0.02	0.16	0.16	0.03
Crit Moves:		****			****			****			****	
Delay/Veh:	8.8	10.4	10.4	9.3	10.4	8.2	10.3	10.3	7.9	9.6	9.6	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	10.4	10.4	9.3	10.4	8.2	10.3	10.3	7.9	9.6	9.6	8.0
LOS by Move:	A	B	B	A	B	A	B	B	A	A	A	A
ApproachDel:		10.3			9.7			10.1			9.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			9.7			10.1			9.3	
LOS by Appr:		B			A			B			A	
AllWayAvgQ:	0.0	0.4	0.4	0.1	0.3	0.1	0.2	0.2	0.0	0.2	0.2	0.0

Note: Queue reported is the number of cars per lane.

Cumulative Conditions (2020Mon Mar 30, 2009 18:37:04 Page 25-1

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Detailed Computation Report
2000 HCM 4-Way Stop Method
Future Volume Alternative

****

Intersection #20 Lake St / 6th St

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Time Period: 0.25 hour												
HevVeh:	0%			0%			0%			0%		
Alpha Value: 0.01												
GroupType:	5			6			5			5		
P[C1]:	0.42			0.44			0.37			0.35		
P[C2]:	0.23			0.20			0.08			0.10		
P[C3]:	0.21			0.22			0.37			0.35		
P[C4]:	0.14			0.13			0.17			0.18		
P[C5]:	0.01			0.01			0.02			0.02		
Padj[C1]:	0.011			0.011			0.014			0.014		
Padj[C2]:	0.003			0.003			0.007			0.007		
Padj[C3]:	-0.005			-0.005			-0.009			-0.008		
Padj[C4]:	-0.008			-0.007			-0.010			-0.011		
Padj[C5]:	-0.001			-0.001			-0.002			-0.002		
Lanes:	L1	L2		L1	L2		L1	L2		L1	L2	
LaneType:	LEFT	RTTHRU		LEFT	RITE		RITE	LTTHRU		RITE	LTTHRU	
HeadwayAdj:	0.500	-0.080		0.500	-0.700		-0.700	0.227		-0.700	0.063	
Volume:	11	198		34	56		11	124		23	90	
Capacity:	575	638		554	680		655	563		648	572	
DegOfUtil:	0.02	0.30		0.06	0.08		0.02	0.21		0.03	0.15	
DepHeadway:	5.99	5.41		6.25	5.05		5.12	6.05		5.16	5.92	
ServiceTime:	3.7	3.1		3.9	2.7		2.8	3.7		2.9	3.6	
Delay:	8.8	10.4		9.3	8.2		7.9	10.3		8.0	9.6	
Queue:	0.0	0.4		0.1	0.1		0.0	0.2		0.0	0.2	
Lane:	L3			L3			L3			L3		
LaneType:	NOLANE			THRU			NOLANE			NOLANE		
HeadwayAdj:	xx.xxx			0.000			xx.xxx			xx.xxx		
Volume:	xxxxxx			157			xxxxxx			xxxxxx		
Capacity:	xxxxxx			603			xxxxxx			xxxxxx		
DegOfUtil:	x.xx			0.25			x.xx			x.xx		
DepHeadway:	xx.xx			5.75			xx.xx			xx.xx		
ServiceTime:	xx.x			3.4			xx.x			xx.x		
Delay:	xxx.x			10.4			xxx.x			xxx.x		
Queue:	xxx.x			0.3			xxx.x			xxx.x		
Approach:	North Bound			South Bound			East Bound			West Bound		
ApproachDel:	10.3			9.7			10.1			9.3		
Delay Adj:	1.00			1.00			1.00			1.00		

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

ApprAdjDel:	10.3	9.7	10.1	9.3
LOS by Appr:	B	A	B	A
OverallDel:		9.9		
OverallLOS:		A		

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #21 Lake St / Orange Ave

Cycle (sec):	0	Critical Vol./Cap.(X):	0.645	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.4	
Optimal Cycle:	0	Level Of Service:	B	

Street Name:	Lake St						Orange Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	20	70	10	70	60	20	20	140	30	20	230	80
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	79	11	79	68	23	23	158	34	23	259	90
Added Vol:	0	0	0	22	0	0	0	45	0	0	49	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	79	11	101	68	23	23	203	34	23	308	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	79	11	101	68	23	23	203	34	23	308	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	79	11	101	68	23	23	203	34	23	308	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	79	11	101	68	23	23	203	34	23	308	119
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.70	0.10	0.53	0.35	0.12	0.09	0.78	0.13	0.05	0.69	0.26
Final Sat.:	106	371	53	295	198	66	55	498	83	35	478	185
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.34	0.34	0.34	0.41	0.41	0.41	0.65	0.65	0.65
Crit Moves:		****			****			****			****	
Delay/Veh:	10.3	10.3	10.3	11.5	11.5	11.5	11.6	11.6	11.6	16.0	16.0	16.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	11.5	11.5	11.5	11.6	11.6	11.6	16.0	16.0	16.0
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
ApproachDel:		10.3			11.5			11.6			16.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			11.5			11.6			16.0	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.4	0.6	0.6	0.6	1.6	1.6	1.6

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Detailed Computation Report
2000 HCM 4-Way Stop Method
Future Volume Alternative

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Intersection #21 Lake St / Orange Ave

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Time Period: 0.25 hour												
HevVeh:	0%			0%			0%			0%		
Alpha Value: 0.01												
GroupType:	1			1			1			1		
P[C1]:	0.16			0.19			0.21			0.35		
P[C2]:	0.07			0.04			0.35			0.22		
P[C3]:	0.36			0.43			0.14			0.24		
P[C4]:	0.33			0.29			0.26			0.18		
P[C5]:	0.07			0.04			0.04			0.02		
Padj[C1]:	0.021			0.020			0.016			0.013		
Padj[C2]:	0.012			0.011			0.004			0.005		
Padj[C3]:	-0.006			-0.009			-0.001			-0.005		
Padj[C4]:	-0.019			-0.017			-0.015			-0.011		
Padj[C5]:	-0.007			-0.004			-0.004			-0.002		
Lane:	L1			L1			L1			L1		
LaneType:	LEFTTHRURITE			LEFTTHRURITE			LEFTTHRURITE			LEFTTHRURITE		
HeadwayAdj:	-0.020			0.035			-0.061			-0.149		
Volume:	113			191			259			450		
Capacity:	530			558			637			697		
DegOfUtil:	0.19			0.31			0.38			0.63		
DepHeadway:	5.98			5.87			5.34			5.01		
ServiceTime:	4.0			3.9			3.3			3.0		
Delay:	10.3			11.5			11.6			16.0		
Queue:	0.2			0.4			0.6			1.6		
Approach:	North Bound			South Bound			East Bound			West Bound		
ApproachDel:	10.3			11.5			11.6			16.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			11.5			11.6			16.0		
LOS by Appr:	B			B			B			C		
OverallDel:						13.4						
OverallLOS:						B						

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 1st St / Orange Ave & Atlanta Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.375
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.7
Optimal Cycle:	30	Level Of Service:	C

Street Name:	1st St						Orange Ave & Atlanta Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1	0	0 0	1	0	1 1	0	1	0 0 1 0
Volume Module:												
Base Vol:	70	10	190	10	0	0	0	200	70	170	220	10
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	79	11	214	11	0	0	0	225	79	192	248	11
Added Vol:	55	0	27	0	0	0	0	21	45	20	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	11	241	11	0	0	0	246	124	212	272	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	11	241	11	0	0	0	246	124	212	272	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	11	241	11	0	0	0	246	124	212	272	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	11	241	11	0	0	0	246	124	212	272	11
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.92	0.08	1.00	1.00	0.00	0.00	1.00	1.33	0.67	1.00	0.96	0.04
Final Sat.:	1568	132	1700	1700	0	0	1700	2262	1138	1700	1632	68
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.14	0.01	0.00	0.00	0.00	0.11	0.11	0.12	0.17	0.17
Crit Moves:			****					****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.00	0.00	0.00	0.29	0.29	0.33	0.62	0.62
Volume/Cap:	0.23	0.23	0.38	0.02	0.00	0.00	0.00	0.38	0.38	0.38	0.27	0.27
Delay/Veh:	21.3	21.3	22.9	19.5	0.0	0.0	0.0	28.5	28.5	25.9	8.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	21.3	22.9	19.5	0.0	0.0	0.0	28.5	28.5	25.9	8.7	8.7
LOS by Move:	C	C	C	B	A	A	A	C	C	C	A	A
HCM2kAvgQ:	3	3	5	0	0	0	0	5	5	5	4	4

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) without Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Beach Blvd / Atlanta Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.410	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.0	
Optimal Cycle:	32	Level Of Service:	C	

Street Name:	Beach Blvd						Atlanta Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2	1 0	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	80	840	100	270	500	70	80	280	20	50	270	210
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	90	947	113	304	563	79	90	316	23	56	304	237
Added Vol:	0	158	14	0	152	47	40	74	0	16	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1105	127	304	715	126	130	390	23	72	375	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1105	127	304	715	126	130	390	23	72	375	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1105	127	304	715	126	130	390	23	72	375	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1105	127	304	715	126	130	390	23	72	375	237
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	3.35	0.38	1.00	2.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	464	5684	652	1700	4337	763	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.18	0.16	0.16	0.08	0.11	0.01	0.04	0.11	0.14
Crit Moves:		****					****					****
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.19	0.38	0.38	0.14	0.34	0.34
Volume/Cap:	0.41	0.41	0.41	0.38	0.35	0.35	0.41	0.30	0.03	0.30	0.33	0.41
Delay/Veh:	20.7	20.7	20.7	20.5	20.0	20.0	43.8	25.9	23.1	46.8	29.6	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.7	20.7	20.7	20.5	20.0	20.0	43.8	25.9	23.1	46.8	29.6	30.9
LOS by Move:	C	C	C	C	B	B	D	C	C	D	C	C
HCM2kAvgQ:	8	8	8	7	6	6	4	5	1	3	5	7

Note: Queue reported is the number of cars per lane.

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------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
             Cumulative Conditions (Year 2020) without Project PM
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #24 Beach Blvd / Pacific View Ave
******************************************************************************
Cycle (sec):         120               Critical Vol./Cap.(X):         0.338
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):        13.3
Optimal Cycle:        34               Level Of Service:                 B
******************************************************************************
Street Name:            Beach Blvd                  Pacific View Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  0    1  0  2  1  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      40  960     0     0  480    60    80    0    40     0    0     0
Growth Adj:  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13
Initial Bse:   45 1082     0     0  541    68    90    0    45     0    0     0
Added Vol:      0   71     0     0   74    93   100    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   45 1153     0     0  615   161   190    0    45     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    45 1153     0     0  615   161   190    0    45     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   45 1153     0     0  615   161   190    0    45     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   45 1153     0     0  615   161   190    0    45     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  0.00  1.00 2.38  0.62  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1700 5100     0  1700 4044  1056  1700    0  1700     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.23  0.00  0.00 0.15  0.15  0.11 0.00  0.03  0.00 0.00  0.00
Crit Moves:       ****        ****             ****
Green/Cycle: 0.10 0.67  0.00  0.00 0.57  0.57  0.33 0.00  0.33  0.00 0.00  0.00
Volume/Cap:  0.27 0.34  0.00  0.00 0.27  0.27  0.34 0.00  0.08  0.00 0.00  0.00
Delay/Veh:   50.9  8.6   0.0   0.0 13.2  13.2  30.6  0.0  27.6   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  50.9  8.6   0.0   0.0 13.2  13.2  30.6  0.0  27.6   0.0  0.0   0.0
LOS by Move:    D    A     A     A    B     B     C    A     C     A    A     A
HCM2kAvgQ:      2    6     0     0    5     5     5    0     1     0    0     0
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************

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